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2414

ROYAL NAVAL BIOGRAPHY;

OR,

Memoirs of the Services

OF ALL THE

FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,
TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

20205 ac

BY JOHN MARSHALL (B),
LIEUTENANT IN THE ROYAL NAVY.

"Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without use, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them." *Johnson.*

SUPPLEMENT.—PART III.

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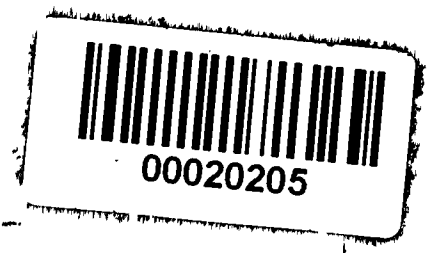

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ERRATA.

P. 74, note †, first line, *for* Eddysto n *read* Eddystone.
— 129, last line of the text, *for* Stagus *read* Stagno.
— 135, second line of the note, *for* land-lead *read* hand-lead.
— 209, second line of the large type, *for* Barosa *read* Barrosa.
— 217, line 12 from the bottom, *for* C. R. Collier *read* G. R. Collier.
— 225, — 14 ————————, *dele* the hypher between *masts* and *rigged*.
— 266, lines 13 and 14 of the small type, *for* considered, this schooner *read* considered, that this schooner.
— 276, line 7, *dele* the commas after *jury* and *main*.
— 317, — 3 from the bottom, *for* Aug. 31 *read* Aug. 1.

ADDENDA TO SUPPLEMENT PART II.

Page 390.—Captain Lapenotiere has been twice married. His first wife was Lucia Rohanna Margaretta Shean, daughter of a gentleman in Brecknockshire, South Wales, by whom he had four daughters. The eldest surviving child by that marriage is married to the Rev. W. Cuthbert, A. M. of Beech Field House, Doncaster.

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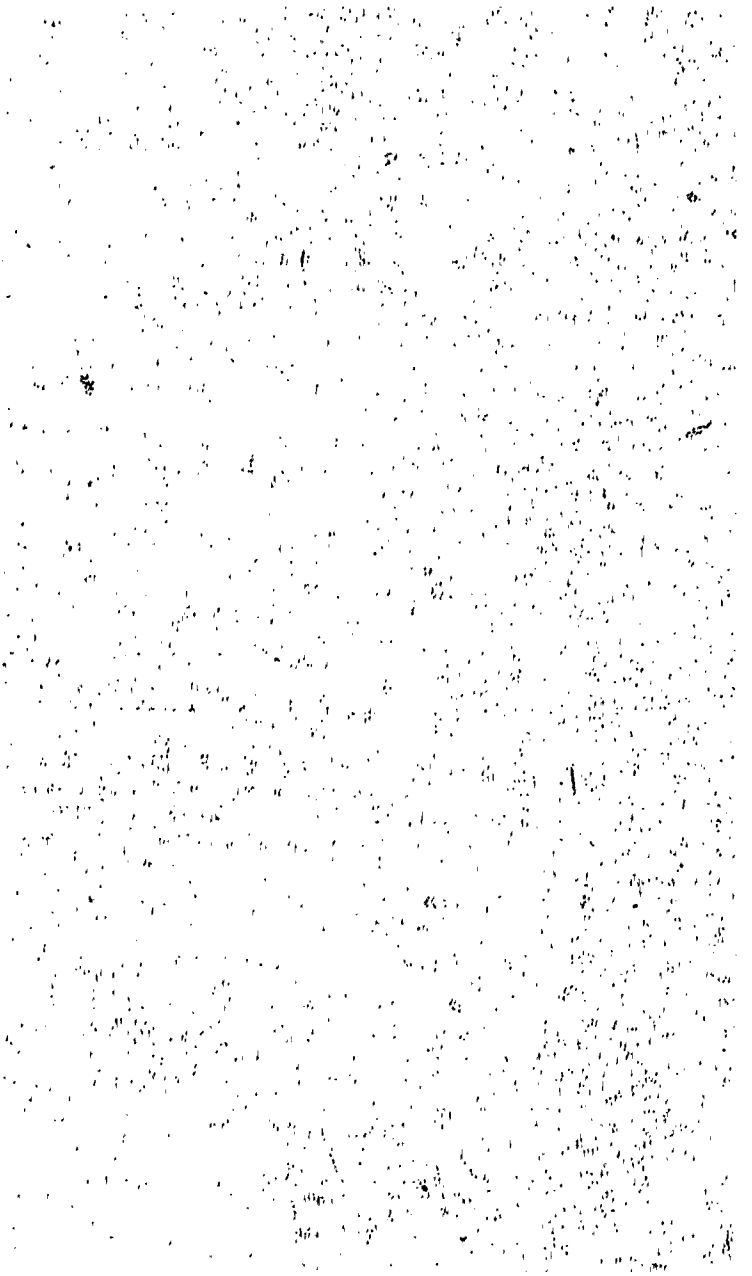

ROYAL NAVAL BIOGRAPHY.

POST-CAPTAINS OF 1812.

GEORGE PRICE, Esq.

ELDEST son of the late Captain Charles Papps Price, R. N. of whom the following mention is made in the Naval Chronicle, vol. 29, p. 88:—

"This gentleman was a native of Hay, in Breconshire, and at a very early age entered into the service. In May, 1778, he was made lieutenant. He continued actively employed, with honor to himself, and benefit to his country, and was appointed to command the island of Marcou, which was threatened with an attack by the French from La Hogue. On the night of the 6th May, 1798, the enemy attempted to carry the island by storm; but its gallant defender, with a handful of brave men, drove them back with immense loss, and so complete was the defeat, that they did not again repeat the attack. For his brave and skilful conduct in this affair, he was promoted to a commander, and subsequently made a post-captain. The infirmities that too often visit the decline of life passed in the honorable perils and trying vicissitudes of a service, which warfare and the elements equally encircle with danger, obliged Captain Price to relinquish the active duties of his profession, and retire upon half-pay. He has left a widow, two daughters, and three sons—all the latter in the navy; the eldest being a post-captain, and equally distinguished for gallantry and skill in his profession, and estimable qualities in private life."

Captain Charles Papps Price died at Hereford, about Jan. 1813, aged 62:—his eldest son, whose services we are about to record, was promoted to the rank of Lieutenant, Sept. 14, 1805; and appointed to the Porcupine of 24 guns, commanded by Captain the Hon. Henry Duncan, in April, 1807:—the following is a copy of one of that excellent

officer's official letters, to which we alluded in the note at p. 985 of Vol. II. Part II.—

"*H. M. S. Porcupine, off Catero*, 23 *Nov.* 1807.

"Sir,—Having, on the evening of the 7th Oct. last, chased a trabacolo into the harbour of Zupaino, I sent Mr. George Price, first lieutenant of this ship, with a cutter and jolly-boat, to endeavour to bring her out. On their rounding a point, which forms the entrance of that port, I observed a gun-boat, under the Italian flag, open a fire of round and grape upon them; I therefore, for the present, recalled the boats; but as soon as it was dark, detached them to attack her: having taken her guard-boat (sent purposely to look out for them) mounting a 4-pounder swivel, and manned with French soldiers, they boarded and carried the vessel, under a heavy fire of grape and musketry: the enemy expected the attack, and had in consequence moored her to the shore, with four cables, and were in every respect quite prepared for it. She proved to be la Safo, mounting one long brass 24-pounder and several large swivels, commanded by Antonio Ghega, enseigne de vaisseau, and had on board about 50 men, most of whom jumped overboard. She belonged to a division of Venetian gun-boats, stationed along this coast, and had been sent three days before, from Ragusa, to protect the island of Zupaino. Great credit is due to Lieutenant Price, for his gallant conduct in this affair; also to Lieutenant Francis Smith, the petty-officers, seamen, and marines, who were employed under him. I am happy to say we had only one seaman and one marine wounded.

"His Majesty's ship under my command has also captured, since the 23d Sept. last, about forty vessels belonging to the enemy; their cargoes chiefly consisting of grain and wine, and either bound to, or coming from, the ports of Ragusa and Catero: as this service has been principally performed by Lieutenant Price, with the boats, and almost always under the fire of the enemy's batteries and musketry, I should not be doing justice to that officer, was I to omit mentioning how much I feel satisfied with his gallant and judicious conduct on these occasions. Owing to a series of bad weather, I have been obliged to destroy la Safo, and most of the other prizes. I am, &c.

(Signed) "HENRY DUNCAN."

"*To Patrick Campbell, Esq., senior officer in the Adriatic.*"

Shortly after the capture of la Safo, Lieutenant Price was sent into Ragusa, with a flag of truce, to negociate an exchange of prisoners; but notwithstanding Captain Duncan had invariably liberated the crews of the merchant vessels taken by the Porcupine, the French commander-in-chief persisted in detaining three or four men belonging to that ship, who, while employed in navigating a small prize, were driven thither by stress of weather. Lieutenant Price had scarcely

returned on board from his unsuccessful mission, and was still in his full uniform, when two large boats, with red awnings spread, and pulling only four oars each, were observed coming out of the harbour: Captain Duncan immediately despatched him, in the jolly-boat, with 6 men, to ascertain what they were, and ordered all the other boats to be got ready for service, in order, as he said, to shew General Lauriston, the commandant at Ragusa, that the absence of a few sailors was not felt by a well-manned British ship: of the real character and object of the strangers he had not the least suspicion.

On the jolly-boat tossing her bow-oar in, to go alongside one of them, the Frenchmen knocked their awning down, and a number of armed soldiers suddenly started up. Every one on board the Porcupine expected to see Lieutenant Price surrender; instead of which he fired his swivel into the enemy's boat, waved his hat, and pulled away, himself standing up, with the tiller between his legs: a heavy fire of musketry ensued; many balls struck the jolly-boat, and her sail, then made up and lying on the thwarts, was cut in several places; but fortunately not a man was hurt.

Previous to their return into port, one of the French boats was nearly cut in two by a shot from the Porcupine; and during their retreat they were harassed by her boats under Lieutenant Price, whose cool bravery on the above occasion elicited general applause. They were both full of soldiers, and each armed with a gun in the bow; but Captain Duncan did not consider their capture of sufficient importance to risk the loss of men in attempting it.

On the 27th of the following month (Nov. 1807), Lieutenant Price, in the Porcupine's cutter, captured two small vessels from Ragusa, under a fire of musketry from the shore, by which he had one man wounded. Two days afterwards, he was sent with the boats to destroy a number of small merchantmen in the harbour of Zuliano, together with the wine that was in the magazines, it being intended for the enemy's troops: this service he performed without any loss, and much to his captain's satisfaction. A trabacolo loaded with wool, the only vessel that was afloat, he brought out.

While the boats were returning on board, another trabacolo was discovered and chased by Captain Duncan; but Lieutenant Price anticipated his wishes, and, with his usual alacrity, pulled to windward, and captured her. She was from Ragusa, bound to Curzola, having on board stores of every description for mortars and guns; two 6½-inch brass mortars, two 5½-inch brass howitzers, four new 18-pounder gun-carriages, plank, and every material necessary for constructing a battery on that island, also a great quantity of shot and shells.

On another occasion, Lieutenant Price being in-shore, near Ragusa, in a 12-oared cutter, a gale of wind came on during the night, and just before day-break he fell in with a xebec running before it. The vessel discovered her dangerous situation time enough to clear the cutter, but the British seamen succeeded in getting hold of her boat towing astern, and instantly fired a swivel gun, which killed her master and wounded 3 or 4 men: she then rounded to and surrendered. In this vessel, Lieutenant Price captured two others; but the gale increasing, he was obliged to run with the whole into the port of Ragusa Vecchia, where he lay all night unmolested. Next morning, the wind moderated; and as he did not communicate with the shore, the enemy suspected and sent off to him. It being impossible to remain there any longer with safety, he then cut his cable and escaped with two of his prizes; but the third, with a petty-officer and 2 seamen on board, was unavoidably retaken.

Early in Jan. 1808, the Porcupine captured two large French transports, from Tarento bound to Corfu, with cargoes of grain and gunpowder. The capture of these ships, on their first voyage, was an important service, as they sailed remarkably well, and had been completely fitted for carrying troops and provisions to the Seven Islands.

A few days after their capture, one of the above prizes, la Madona del Carmine, foundered in a heavy gale of wind; but providentially, out of 25 men on board, 2 only were drowned; 15 drifted off the booms in her launch, as she sunk, and were saved by the Porcupine; the remainder were picked up by Lieutenant Price, in the frigate's jolly-boat, at a time when it was thought almost impossible for any boat to live—"his

intrepid conduct, and that of the brave men who were with him, was viewed with admiration by all."

On the 23d June following, a vessel under French colours came out of Civita Vecchia, and endeavoured, by crossing the Porcupine, to get to the westward, but failed in the attempt, and was obliged to run ashore, under two towers, mounting two guns each; Captain Duncan instantly sent Lieutenant Price to destroy her, which he did most effectually, and without any loss, though exposed to a very heavy fire. She proved to be from the island of Ischia, loaded with wine. The service for which Lieutenant Price obtained a commander's commission is thus described by Captain Duncan, in a letter to Lord Collingwood, dated July 14, 1808:

"On the morning of the 9th inst. being off Monte Circello, on the coast of Romania, I observed two French gun-boats, with a merchant vessel under convoy, going alongshore to the westward: as the ship was becalmed, I sent Lieutenant Price, with the boats, in pursuit of them; after a row of eight hours, in a hot sun, he drove the latter on shore, and forced the gun-boats to take shelter under the batteries of Port D'Anzo. At this time, seeing three very suspicious vessels coming down, with a fresh breeze from the westward, I was obliged to recal him; but before we could cut them off, they also got into the same harbour. Next morning I observed one of them,* a large polacre ship, lie further out than the others, and having reconnoitred, thought it possible to take her. * * * * * As soon as it was dark, the boats went in, under the command of Lieutenant Price, and from under the heaviest fire I ever saw, brought her out; she carries eight long 6-pound guns, and had on board between 20 and 30 men, from Hieres Bay, bound to Naples, with salt. When I consider that this vessel was moored to a beach lined with French soldiers, within pistol-shot of two batteries, a tower, and three gun-boats, carrying each a 24-pounder, and 30 men; that from the baffling winds, she was an hour and twenty minutes before she got out of range of grape, and that the enemy were at first perfectly prepared for the attack; I cannot find words to express my admiration at the intrepid conduct of all the officers, seamen, and marines employed. I am sure that the services of Lieutenant Price, he having been more than thirty times in action with the boats of this ship since October last, and his sufferings on this occasion, being severely wounded in the head and right leg, will be a sufficient excuse for my requesting, in the strongest terms, that your lordship will recommend this gallant officer to the consideration of the Lords of the Admiralty."

On this occasion, the British had not a man killed, and only 8 persons, including Lieutenant Price and Mr. John O'Brien,

* The Nostra Signora del Rosario.

Butler, midshipman, wounded. The following is a copy of Lord Collingwood's official reply to Captain Duncan's communication:

"*H. M. S. Ocean, Dec.* 25, 1808.

"Having transmitted to my Lords Commissioners of the Admiralty a copy of your letter of the 14th July last, stating the capture of a large polacre ship, by the boats of the Proserpine, under the command and direction of Lieutenant Price, I have the satisfaction to acquaint you that their Lordships very highly approve of the zeal and gallantry displayed by Lieutenant Price, the officers, seamen, and marines, employed on that service, and in consideration of Lieutenant Price's meritorious conduct on this and former occasions, they have been pleased to promote him to the rank of commander.*"

In Oct. following, the Patriotic Society at Lloyd's voted Captain Price the sum of 50*l.* for his gallant conduct at the capture of the Nostra Signora del Rosario; but instead of accepting pecuniary recompense, he requested that a sword, or some other honorary reward, might be substituted for it. We next find him commanding the Sabine sloop, on the Cadiz station; where he was very actively employed during the siege of the Isle of Leon†. His promotion to post rank took place Jan. 7, 1812; and he was presented with the freedom of Hereford in 1817.

JOSEPH SWABEY TETLEY, Esq.

This officer was made a lieutenant in Dec. 1795, and we first find him serving as senior of the Solebay, 32, bearing

* By commission dated back to July 10, 1808.

† See Captains Sir Thomas Fellowes, Frederick Jennings Thomas, William Henry Smyth, &c. &c. N. B. On the 26 May, 1811, the boats of the Sabine, under the orders of Lieutenant William Usherwood, in a most skilful and gallant manner, cut three small French privateers out from the anchorage of Chipiona, near the mouth of the Guadilquiver. These vessels mounted two 4-pounders, with a complement of 25 men each; and had long daringly annoyed the commerce on the Spanish coast. On the following morning the Sabine, in company with the Papillon, captured another privateer, which persisted in her endeavours to escape, although under a heavy fire of grape and musquetry, until she was actually run on board by the latter brig. Among the prisoners taken in these vessels were 12 British deserters.

the broad pendant of Commodore Edward Henry Columbine, (Governor of Sierra Leone) by whom he was promoted to the command of the Derwent, a fine 18-gun brig, during the expedition against Senegal, in July 1809. The capture of that settlement is thus described by Commodore Columbine's military colleague, in a despatch addressed to Viscount Castlereagh, of which the following is a copy:

"My Lord,—When I last had the honor of writing to your lordship, I communicated such information as I had received concerning the situation of the French colony of Senegal, and my opinion of the practicability of reducing it with a small force; I also mentioned the annoyance we had received at Gorée and in its vicinity, from their privateers, during the absence of ships of war from that station.

"On the 24th June, Commodore Columbine arrived at Gorée with the Solebay frigate, and gun-brig Tigress, having the colonial schooner George, the Agincourt transport, and several merchant vessels under convoy: having communicated to him what intelligence I had lately obtained, we thought the reduction of Senegal practicable with the force we possessed, provided no obstacles should prevent our being able to pass the bar at the mouth of the river. * * * * *

"Having therefore procured some light vessels and boats, the best adapted for passing the bar, a detachment of the garrison of Gorée, consisting of 6 officers, 6 serjeants, 4 drummers, and 150 rank and file, was embarked on board the Agincourt on the 4th July, when we sailed, and anchored at the bar on the evening of the 7th. Next morning, Commodore Columbine was of opinion the troops might be passed over the bar, which was accordingly effected, though with much difficulty, by the exertions of the navy. We unfortunately, however, lost a schooner and sloop, containing much of our provisions and ammunition, and the schooner George went on shore inside the bar. I landed the detachment, and 60 royal marines from the squadron, on the left bank of the river, where I took up a position, with a view to wait till provisions could be passed from the shipping, and the schooner could be got off. We then learnt that the enemy had made a formidable line of defence at the post of Babagué, 12 miles up the river, where there is a battery, in front of which three brigs and four other vessels were moored, and the whole protected by a strong boom drawn across the river.* On the 9th we were attacked, but speedily repulsed the enemy, and drove them within their line at Babagué; after which we returned to get off the schooner, which was effected on the following evening †.

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* The enemy's vessels were armed with 1 long twenty-four-pounder, 1 eighteen, 9 twelves, 6 sixes, 2 twelve-pounder carronades, and 16 light guns.

† The George was the principal vessel of the flotilla intended for service

"The 11th was employed in refitting the schooner, and embarking provisions and water. The Solebay and Derwent were ordered to anchor opposite the post of Babagué, and bombard it, which was executed with much effect. During the night, in shifting her berth, the Solebay unfortunately got aground, but in a position which enabled her still to annoy the enemy. On the morning of the 12th the troops were embarked, and the flotilla proceeded up the river, till just without gun-shot of the enemy's line of defence, and when every thing was in readiness for a night attack, we received information that it was the intention of the French commandant to capitulate *.

"Willing to spare an unnecessary effusion of human blood, the attack was postponed. On the morning of the 13th we discovered that the boom was broken, that the enemy had abandoned the battery and vessels, leaving their colours flying, and shortly afterwards a letter was received from Messrs. Degrigny and Durecu, in the name of the commandant of Senegal, offering to capitulate. Mr. Heddle, surgeon to the forces, who had acted as my aide-de-camp during the campaign, was sent forward to treat with these gentlemen, and soon returned with the articles of capitulation, which we ratified. I immediately took possession of the battery of Isle aux Anglois, and in the course of the evening, of the battery of Guêtendar facing the town. Next morning the garrison laid down their arms and were embarked. We then found that the force which had been employed against us amounted to 160 regular soldiers, and 240 militia and volunteers. * * * * * *.

"In accomplishing this service, the officers and soldiers of the army were anxious to equal their brothers of the navy, who on all occasions distinguished themselves. I feel much satisfaction in having enjoyed the

---

in the river: after many attempts to float her had failed, Lieutenant Daniel James Woodriff, then first of the Solebay, obtained permission to try his skill, and he at length succeeded in getting her off amid the loud cheers of soldiers and sailors, who were anxiously awaiting the result of this last effort.

* It may be here proper to remark, that the Solebay was left in charge of the master, her lieutenants having commands in the flotilla, which consisted of seven vessels, mounting 18 carronades, from 12 to 18-pounders, 3 field-pieces, and 1 howitzer; and nineteen boats of various sizes, with necessary appurtenances for all. This force was conducted in person by Commodore Columbine, who passed the bar in an American-built schooner, commanded by Lieutenant Woodriff. The other commissioned officers employed in this service were Captain Tetley, Lieutenant Robert Bones, of the Tigress, Lieutenant John Filmore, of the Solebay, and Lieutenant Reeves, R. M. The frigate was unfortunately wrecked, but all her men and part of the stores were saved.

confidence of Commodore Columbine, whose exertions and ability contributed so effectually to our success*. I beg to bear testimony to the indefatigable and zealous exertions of Captain Tetley, Lieutenant Bones, and the other officers of the royal navy and marines * * * * *."

(Signed) "CHAS. W. MAXWELL, *Major, Royal African Corps.*"

The ordnance found *mounted* in the garrison of Senegal consisted of 28 long 24-pounders, 4 brass mortars and howitzers, 2 field-pieces, and 14 guns of small calibre. The only loss sustained by the English on this service, was that of Captain Frederick Parker, of the Derwent, Mr. Francis Atterbury Sealy, midshipman of that sloop, and 6 seamen, drowned in attempting to cross the bar; 1 military officer, who died in consequence of the intense heat, when charging the enemy, in the affair of the 11th; and 1 soldier wounded.

We next find Captain Tetley commanding the Guadaloupe brig, mounting fourteen 24-pounder carronades, and 2 long sixes, with a complement of 102 officers, men, and boys, on the Mediterranean station.

On the 27th June, 1811, being then off Cape de Creux, Captain Tetley discovered and chased two strange sail to leeward, which afterward proved to be the French national brig Tactique, of 16 carronades, the same calibre as her own, and 2 long 8-pounders, with at least 150 men and boys; and the xebec Guêpe, of 2 long 18-pounders, 6 light carronades, and about 70 men and boys.

At 40′ P. M. the British brig received the Tactique's starboard broadside; then passing under the latter's stern, returned it with interest, and immediately afterwards lay her opponent close alongside to leeward. A spirited action now ensued, in which the xebec took a safe, but at the same time very effective part, by raking the Guadaloupe astern. At 1-30, the French brig made an attempt to board the British, but was repulsed with considerable slaughter. The Tactique then passed the stern of the Guadaloupe; on which the latter bore up to close, and renew the action. About this time

* Commodore Columbine left Sierra Leone, on his return to England, in a state of great debility, brought on by the deleterious influence of that climate on European constitutions, and died of dysentery, on board the Crocodile frigate, to the westward of the Azores, June 18, 1811.

two land batteries, one of four, the other of nine heavy guns, opened a distant fire upon her. Shortly afterwards the combatants again came to close battle, and continued engaging until 2-15, when the Tactique, having had quite enough of fighting, bore up, made sail, and escaped under the batteries, whither the Guêpe had just before fled for shelter. The Guadaloupe, from which vessel the town of Port Vendres at this time was distant not more than two miles, gave the French brig a parting broadside, then hauled to the wind, and stood off shore; her loss consisted of 1 man killed, her first lieutenant (White) and 9 men severely, and 2 or 3 others slightly wounded; the Tactique is said to have had 11 slain, and 48 wounded.

Shortly after this gallant action, Captain Tetley was appointed, *pro tempore*, to the Perlen, a Danish-built frigate, in which he captured the French schooner privateer Syrene, of 6 guns, pierced for 12, with a complement of 61 men, near Majorca, Oct. 24th, 1811. An affair in which he was engaged, off Toulon, on the 22d of the following month, is thus described by Mr. James, in his Nav. Hist. Vol. V. p. 481, *et seq.*

"On the 20th Nov. when the only British force off Toulon were the two 38 gun frigates, Volontaire, Captain the Hon. G. G. Waldegrave, and Perlen, Captain J. S. Tetley, and these had been blown to some distance from the coast, a French fleet of fourteen ships of the line and several frigates sailed upon a cruise between the capes of Sicie and Sepet; intending to extend it a little beyond them, if wind and weather should permit, and if Sir Edward Pellew should approach no nearer than his present cruising ground, off Cape St. Sebastian. The French admiral remained out all that night, and all the following day and night, without being crossed by a hostile sail.

"At daylight on the 22d, however, as the Volontaire and Perlen were lying to, at the distance of two or three leagues W. S. W. from Cape Sicie, the French advanced division, consisting of three line-of-battle ships and two frigates, made its appearance in the S. E. Both parties were soon under a crowd of sail. At 9 A. M. Captain Tetley exchanged several shot with a French frigate upon his lee-quarter; and, owing to the Perlen being able, from the peculiar construction of her after-body, to bring 6 guns, three on each deck, to bear upon what is usually termed the point of impunity, he so cut up the French frigate forward, that, at 10 A. M. the latter bore away out of gun-shot. The Trident 74, and Amélie frigate, in the mean time, had exchanged a few distant shot with the Volontaire.

The French 74 and frigate then stood for the Perlen, at whom they began firing at 11 A.M. and upon whom they gained gradually in the chase. * * *. At 1 P.M. finding that the two ships were advancing rapidly upon her, the Perlen cut away the sheet, spare, stream, and kedge anchors. At 2-30, the Trident was on her lee, and the Amélie on her weather-quarter; both still keeping up a heavy fire, and the Perlen returning it. In another quarter of an hour, provoked at being fired at so effectually, in a position from which she herself could bring no guns to bear, the Trident yawed and discharged her broadside. This of course occasioned her to drop astern; and, accompanied by the Amélie, she stood for the Volontaire. In a little while, however, the two French ships, finding that the state of their rigging gave them no hope of success in the chase, altered their course, and bore away for Toulon.

"The Perlen had her standing and running rigging and sails very much cut, and received two shots so low down as to cause her to make 9 inches of water per hour; but, fortunately, she had none of her crew hurt. The Volontaire was not struck; although, at one time, two 2-deckers, one with a rear-admiral's flag, fired several broadsides at her."

Captain Tetley's post commission was confirmed by the Admiralty, Jan. 7th, 1812. He died suddenly, leaving a widow and large family, Nov. 29th, 1828.

GEORGE ACKLOM, Esq.

Knight of the Imperial Russian Orders of St. Anne and St. Wladimer; and a Magistrate for the county of Middlesex.

THIS officer entered the navy, as a midshipman on board the Bedford 74, Captain Robert Man, in 1788; and subsequently served under Captain G. W. A. Courtenay, in the Pearl frigate, on the Mediterranean station. At the commencement of the French revolutionary war, he was again received on board the Bedford; and from that ship promoted into the Captain, another third rate, in Oct. 1794. We should here observe that he was employed on shore at Toulon during the occupation of that place by the allied forces under Admiral Lord Hood, and that he was consequently engaged in a variety of harassing services previous to his receiving a commission.

In 1795, we find Mr. Acklom serving as flag-lieutenant to Vice-Admiral Hotham; and subsequently under Lord Hugh Seymour, in the Sans Pareil 80, on the Jamaica station.

His next appointment was (1803) to be first of the Neptune 98, in which ship he assisted at the defeat of the combined fleets, off Cape Trafalgar, Oct. 21, 1805. In consequence of that glorious event, he was advanced to the rank of commander, Dec. 24 following.

Towards the close of 1807, Captain Acklom was appointed to the Ranger sloop, in which vessel he appears to have been very actively employed on the Baltic station, for nearly six years. Among the enemies' vessels captured and destroyed by him during that period were three French and the same number of Danish privateers. His handsome conduct, in volunteering to work the Ranger through the ice, from Gottenburgh to Anholt, for the purpose of rescuing a shipwrecked crew, will be noticed in our memoir of Captain Henry James Lyford.

The next service of importance performed by Captain Acklom, was that of safely conducting a large fleet of merchantmen through the Malmo Channel; for which, and for his zealous exertions on every previous occasion, he was very deservedly promoted to post rank, Jan. 8, 1812.

In the ensuing summer, Captain Acklom, who still retained the command of the Ranger, opened a communication with General Von Essen, governor of Riga, and was ordered to assist at the defence of that place, then threatened with a siege by the French and Prussian armies under Marshals Macdonald and Yorck*. During the winter of the same year, he commanded a small squadron left in the Baltic to co-operate with the Russian troops intended for the reduction of Dantzic. In consideration of his able services on that occasion, the Emperor Alexander was pleased to confer upon him the orders of St. Anne and St. Wladimer; the former of the second, and the latter of the third class. He gave up the Ranger on account of ill health, in Dec. 1813; since which he has not been employed.

Agents.—Messrs. Cooke, Halford, and Son.

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* See Captain Hew Steuart.

BARRINGTON REYNOLDS, Esq.

Son of the late Rear-Admiral Robert Carthew Reynolds, who unfortunately perished in the St. George 98, on his return from the Baltic, Dec. 24, 1811 *.

This officer was made a Lieutenant in Sept. 1801; and we first find him serving as such on board the Niobe frigate, Captain, now Lieutenant-Governor, Loring, at the capture of le Néarque French corvette, Mar. 28, 1806 †. His promotion to the rank of commander took place on the East India

* On the 1st Nov. 1811, the St. George, bearing the flag of Rear-Admiral Reynolds, accompanied by several other men of war and the homeward bound trade, sailed from Hano Sound for England, but was obliged by heavy gales to put back three times, and could not finally leave that anchorage till the 9th of the same month. On the 15th, when in the Belt, the convoy experienced another violent storm, in which about thirty merchant vessels perished, and the St. George drove on shore, but eventually got off with the loss of all her masts and rudder. The convoy then proceeded to Wingo Sound, where the St. George was fitted with jury-masts and a temporary rudder, after which, in the opinion of the officers, she was quite capable of prosecuting her voyage.

On the 17th Dec., the fleet, consisting of eight sail of the line, several frigates and smaller vessels, and about 100 merchantmen, sailed from Wingo Sound; the St. George closely attended by two 74's, the Cressy and Defence. Scarcely had they cleared the Cattegat, when a tremendous gale came on, which blew successively from the W. N. W. the W. and the S., and then shifted, with greater violence than ever, to the N. W. On the 24th, after combating with the gale for five days, the St. George and Defence were wrecked on the western coast of Jutland, in the district of Ringkoobing; and the whole of their united crews, except 12 men of the one, and 6 of the other, perished. The Cressy saved herself by wearing and standing to the southward; but Captain David Atkins, of the Defence, could not be persuaded to quit the Rear-Admiral without orders, and therefore shared his melancholy fate.

On the next day, the Hero 74, Captain James Newman Newman, met a similar fate on the Haak sand, near the Texel, with the loss of all her crew, except 12 men; making a total of nearly 2000 officers and men thus entombed in a watery grave. The Grasshopper brig, of 18 guns, Captain Henry Fanshawe, was in company with the Hero, and struck also, but drove over the bank close in with Texel island, where, having no other alternative, she surrendered to the Dutch Admiral.

† See Vol. II. Part II. p. 547.

station, Oct. 3, 1810. By reference to pp. 354—356 of Vol. II. Part I. it will be seen that he highly distinguished himself at the reduction of Java, in 1811. He subsequently commanded the Bucephalus frigate. Post commission dated Jan. 22, 1812.

Agent.—J. Hinxman, Esq.

GEORGE MORRIS, Esq.

Towards the close of the French revolutionary war, this officer commanded the Lady Charlotte hired armed brig, in which vessel he captured l'Espoir and le Petit Pirate, small privateers, between the Start Point and Portland: he also retook several British merchantmen. His commission as a Commander bears date April 29, 1802.

In Sept. 1803, Captain Morris was appointed to the Penguin, of 18 guns. On the 17th Mar. 1804, being off the bar of Senegal, he chased and drove upon it the French privateer schooner la Renommée, a vessel of large dimensions, mounting 12 long 6-pounders and 2 nines, with a complement of 87 men. The surf running high at the time, and continuing to do so, he had no opportunity of destroying her till the 24th. At this time she had shifted her position, from the efforts apparently of two other armed schooners, which, since the preceding evening, had dropped down to the mouth of the river, and were now within 400 yards of her. Standing as close in as the shoalness of the water would admit, the Penguin opened a fire upon the three vessels; but, although shot were exchanged for an hour and a half, the brig could not get near enough to force the other two schooners to retire up the river: Captain Morris, therefore, yielding to the entreaties of his first Lieutenant (Mr. Williams), despatched him in the jolly-boat, with permission to attempt the destruction of her aground; a service which was executed in the ablest manner, and without any loss on the part of the British.

In 1806, we find Captain Morris commanding the Elk brig, on the Jamaica station, where he captured and de-

stroyed several French and Spanish privateers. In the following year, he was successively removed to the Elephant 74, and le Renard sloop of war. On the 5th Dec. 1808, being then in the Magnet brig, off Bornholm, he intercepted the Paulina Danish privateer, of 10 guns and 42 men.

The Magnet being destroyed by the ice, near Malmo, Jan. 11, 1809, Captain Morris returned to England with despatches from Sir R. G. Keats; and was shortly afterwards appointed to a command in the Lynn district of Sea Fencibles; from which period we lose sight of him until his promotion to post rank, Feb. 1, 1812. He at present enjoys a pension of 300*l.* per annum for wounds, but when or where he received them, we are not able to state.

Agent.—J. Dufaur, Esq.

JAMES GREEN, Esq.

This officer was made a Lieutenant, Oct. 7, 1799; and he is one of those who received the Turkish gold medal, at the close of the Egyptian campaign. We next find him serving as first of the Defence 74, Captain George Hope, at the memorable battle of Trafalgar; in consequence of which he obtained the rank of Commander, Dec. 24, 1805. He was appointed to the Sarpedon brig, of 10 guns, about May, 1809; and to the Daphne 22, Mar. 16, 1813. His post commission bears date, Feb. 1, 1812.

JAMES ANDERSON, Esq.

Is descended from the ancient and respectable family of Airderbreck, in Scotland. He was born in April, 1765; and educated for the clerical profession; but as that did not accord with the activity of his mind, he chose the navy in preference to the church; and accordingly embarked as a midshipman on board the Royal George of 100 guns, bearing the flag of Sir John Lockhart Ross, in 1780. He also served in the same ship, under Rear-Admiral Kempenfelt, during the cruise in which la Pégase 74*, l'Actionnaire 64, (*armée*

* See Vol. I. Part I. p. 16.

en flûte), and eleven or twelve French transports, laden with provisions, military stores, arms, and ammunition, and having on board several hundred troops, were captured by a British squadron under Vice-Admiral Barrington. We afterwards find him in the Edgar 74, Commodore Hotham, at the relief of Gibraltar by Lord Howe; and he appears to have been struck on the breast by a splinter from that ship's mainmast, in the subsequent skirmish with the enemies' combined fleets, off Cape Spartel, Oct. 20, 1782 *.

After the termination of the American war, Mr. Anderson served for three years on board the Barracouta cutter, employed in the suppression of smuggling. He subsequently proceeded to the West Indies, where he commanded a small armed vessel during the remainder of the peace.

At the commencement of the French revolutionary war, Mr. Anderson was honored with the notice of Sir John Laforey, whose flag-ship, the Trusty 50, he piloted into the proper anchorage at the capture of Tobago, April 15, 1793. On the return of that officer to the West Indies, Mr. Anderson was induced to relinquish his colonial command, and again enter the navy as a midshipman. His promotion to the rank of Lieutenant took place subsequent to the reduction of St. Lucia, during the siege of which island he conducted himself extremely well in the command of an express-boat, under the orders of Sir Hugh C. Christian.

After eleven years' service in the West Indies, Lieutenant Anderson returned to England with his health considerably impaired, and but little hopes of recovery. When convalescent, he was appointed to the signal-station at North Yarmouth, where he obtained the approbation of Lord Duncan, and other flag-officers employed on the North Sea station.

At the renewal of hostilities, 1803, Lieutenant Anderson joined the Atlas 74. From that ship he exchanged into the Africaine 38, the charge of which frigate, and of a large homeward bound West India fleet, devolved upon him in consequence of the illness of her captain, who was attacked by a most malignant fever, which carried off nearly one-third

* See Vol. I. Part I. p. 17; and Vol. II. Part I. note † at p. 42.

of her officers and crew*. His commission as a Commander bears date Jan. 22, 1806.

In 1807, and the two following years, Captain Anderson was very actively employed as an agent for transports; in which capacity he conducted various bodies of troops to the island of Zealand, Gottenburgh, Portugal, and Walcheren: he also took 8000 of General Junot's troops from Lisbon to France, agreeably to the convention of Cintra; and assisted in bringing home from Corunna the wreck of Sir John Moore's army. The activity and zeal with which these services were performed called forth the particular approbation of H. R. H. the Duke of York, Viscount Castlereagh, and the Board of Ordnance, as will be seen by the following documents:—

"*Horse Guards, May* 9, 1808.

"Gentlemen,—I have the commander-in-chief's commands to acquaint you that the conduct of Captain Anderson, agent for transports, has been reported so favorably during the embarkations at Harwich, that his Royal Highness thinks it due to that officer that the same should be made known to you.

(Signed) "R. BROWNRIGG, Quarter-Master-General."

"*To the Commissioners for the Transport Service.*"

"*Transport Office, Feb.* 6, 1809.

"Sir,—I am directed by the Board to transmit herewith a copy of a letter from the Right Hon. Lord Castlereagh, signifying his lordship's satisfaction and approbation of the manner in which the service of the re-embarkation of the army at Corunna was conducted by Commissioner Bowen, and the several agents and others employed under his direction; and I am to desire that you will communicate the same to the several agents who were under your charge.

(Signed) "ALEXANDER M'LEARY."

"*To Captain Anderson.*"

"*Office of Ordnance, March* 1, 1809.

"Sir,—The ordnance department having experienced very great attention and accommodation from the active exertions of Captain Anderson, R. N.; in his situation of agent for transports at Corunna, and also from the essential service derived from his exertions during the re-embarkation of the heavy ordnance and stores on the expedition to Copenhagen; I have the Board's command to request you will represent Captain Anderson's attention and good conduct, during his employment on those services, to the Lords Commissioners of the Admiralty, which the Board hope may

* See Vol. II. Part I. p. 210.

induce their lordships to consider him in a favorable point of view when an opportunity offers.

(Signed) "R. H. CREW."

"*To the Hon. W. W. Pole, Admiralty.*"

Captain Anderson's next appointment was to the Rinaldo brig, mounting 8 eighteen-pounder carronades and 2 long sixes, with a complement of 65 officers, men, and boys. On the 7th Dec. 1809, he captured, after some little resistance, le Maraudeur French privateer, of 14 guns and 66 men, 5 of whom were wounded. In Dec. 1810, he fought a very gallant action with four other vessels of the same description, near the Owers light-vessel; and succeeded in sinking la Vieux Josephine of 16 guns and 80 men, only 3 of whom were saved: on this occasion, the top-sails and boom main-sail of the Rinaldo were completely riddled; but, although numerous musket-balls lodged among the hammocks, not a man was hurt.

In the ensuing spring, Captain Anderson was employed as senior officer between Calais and Boulogne, where he had several skirmishes with the enemy's flotilla, several of which were driven on shore by the Rinaldo and her consorts. The share borne by him in a gallant affair off the latter place, Sep. 21, 1811, has been officially described at p. 74, *et seq.* of Supplement, Part I. He subsequently destroyed a privateer, near Etaples, under a heavy fire from the batteries, which did considerable damage to his sails and rigging. On the 1st Feb. 1812, the day on which he was advanced to post rank, his boats, commanded by Lieutenant Miller, effected the destruction of a gun-brig, lying aground near Calais. A few days previous thereto, he received a letter from his admiral, of which the following is a copy:

"Sir,—I have perused with much pleasure the contents of the several letters you gave me yesterday, and I congratulate you on having obtained the approbation of such distinguished officers for your conduct on so many important services: I am happy to add mine in testimony of your merits since you have been under my command.

(Signed) "THOMAS FOLEY."

On the 10th Aug., 1814, Captain Anderson was appointed to the Zealous, 74; and early in the following month he sailed from Spithead, with orders to lay his ship up for the

winter at Quebec; to forward all her guns, masts, yards, sails, rigging, and stores to the lakes; and to place nearly the whole of her officers and crew at the disposal of Sir James Yeo, the senior naval officer in Canada. Finding it impossible to carry the first part of these orders into execution, he returned to Portsmouth in Dec. and there addressed the following letter to the secretary of the admiralty, explanatory of his conduct and motives:

"Sir,—Their lordships would be informed by my letter of the 30th Oct. of the impracticability of the Zealous wintering at Quebec, and that I wished for the benefit of Captain Hancock's advice for my future proceedings. He arrived at the Brandy Potts on the 9th Nov. and I had not been many minutes on board the Liffey when I received a letter from Sir George Prevost, requesting that I would take transports with the 27th regiment under convoy to Halifax, whither he understood, as he said, the Zealous was to sail on the 15th. Although I had never expressed any design of going to Halifax at that late season of the year without a pilot, who could not be procured, I did not hesitate, having the sanction of Captain Hancock's approbation, to undertake seeing them in there, provided they arrived at the Brandy Potts so as to enable me to sail at the appointed day; which they could not fail to do with only common diligence, as the troops were embarked at Montreal on the 6th, and were to be at Quebec on the 9th. At the same time I acquainted Sir George, through the quarter-master-general's department at Quebec, that the ship would be ready by the 12th, and might have been so much sooner, had it not been for the unaccountable delays in getting supplies from Quebec; but that notwithstanding the lateness of the season, I would wait till the 15th. In the mean time I forwarded from this ship, by different vessels, the ordnance stores mentioned in the enclosed list, to Sir James Yeo, and completed my water. Seeing no appearance of the transports with the 27th regiment, although the wind had been fair from the day of embarkation, I sent a telegraphic despatch on the 13th, stating that the ship was ready for sea, and waited only for the transports to sail. On the evening of the 14th a very strong N. W. wind set in, which, continuing during the night with great violence, gave me much apprehension for the safety of the ship, the winter having already set in with greater severity and much sooner than had been known for twenty years before. The pilot expressing his uneasiness if the ship continued longer, and the wind becoming more moderate on the morning of the 15th, I sailed at noon, with the wind at N. N. W. and got clear of the gulf of St. Lawrence on the 21st, after experiencing a very heavy gale from the N. E. with thick hazy weather, rain, sleet, and snow.

"Left thus to the exercise of my own discretion, I conceived it my duty, as there was a commander-in-chief on the station, to repair to Bermuda,

and join Sir Alexander Cochrane; but having made little progress, in consequence of experiencing hard gales of wind, in which I split two main-top-sails (one not repairable); and on the morning of the 28th the wind coming to S. S. W. and increasing to a perfect storm; having only a fore-topsail bent for a main one; the other sails much worn; no spare top-mast on board in case of accident; an old fore-top-mast, sprung in two places, for a main one; no rope to reeve for lifts, braces, &c. and those now in use several times spliced and unfit to be trusted, from the almost constant gales the ship had been in ever since she left England; and the carpenter reporting that the ship was very weak and complained much forward, making at the rate of from 8 to 12 feet water in the 24 hours; I called the officers together to consult on the propriety of contending longer against contrary gales of wind in the state the ship was in, and their unanimous opinion was, that it would be unsafe to contend farther, and that it would be most proper to bear up for a port in England, while there was yet a prospect of doing it with any probability of success: I accordingly bore up under a reefed fore-sail in a heavy gale of wind, with a high sea, which continued, with more or less violence, ever since; and having brought the ship nearly 800 leagues in a constant gale, I have the honor of acquainting you, for their lordships' information, with her arrival in this port almost a complete wreck.

(Signed) "JAMES ANDERSON."

"*To J. W. Croker, Esq.*"

In Jan. 1815, Captain Anderson was tried by a court-martial, for neglect of duty, in not communicating with Sir James L. Yeo; for disobedience of orders, in not wintering at Quebec; and for not remaining at the Brandy Potts till the arrival of the transports from Montreal. The following is a copy of the sentence:

"That it was not practicable for the said Captain Anderson to have proceeded at that advanced season of the year from the Brandy Potts, in the river St. Lawrence, to Quebec, in H. M. said ship Zealous, without an unjustifiable risk of the safety of the ship; that he communicated with Commodore Sir James L. Yeo, both by telegraph and letter, as soon as he had an opportunity of so doing; and that, from the information he obtained from the most competent sources, and the repeated urgent representations of the pilot, he was fully justified in returning down the St. Lawrence at the time he did so, without longer waiting for the transports with the first battalion of the 27th regiment; and the court doth therefore adjudge the said Captain Anderson to be acquitted, and he is hereby acquitted accordingly."

On returning Captain Anderson his sword, the president complimented him in very flattering terms, as did all the

other members of the court. The Zealous was immediately afterwards put out of commission, she being no longer fit for service.

During the naval administrations of Lord Mulgrave and the Right Hon. Charles Yorke, Captain Anderson presented the Admiralty with plans for the preservation of the health of seamen in the West Indies, and for the checking of smuggling in the narrow seas. He has also written several pieces, principally relating to the navy; but the only production in print which bears his name is entitled "Observations on the Peculiarities of the Tides between Fairleigh and the North Foreland."—This latter paper is inserted in the Transactions of the Royal Society for the year 1819.

Captain Anderson married, in Sept. 1790, Jane Ann Thornhill, daughter of the Rev. Thomas Harris, M. A. Rector of St. Lucy's parish in the island of Barbadoes.

Agents.—Messrs. Goode and Clarke.

WILLIAM SHEPHEARD, Esq.

This officer was born at Portsea, co. Hants, 1769. He entered the navy, at the age of 12 years, as a midshipman on board the Thetis 32, Captain Robert Linzee; and was wrecked in that frigate, at St. Lucia, in 1781. He afterwards joined the Santa Monica 36, Captain John Linzee, which ship was lost off Tortola, in 1782. We subsequently find him serving in the Ville de Paris (late flag-ship of the Count de Grasse), Magnificent 74, Dido 28, Saturn 74, and Hector of similar force; on the West India, North American, and Channel stations.

From the Hector, Mr. Shepheard was removed to the Alcide 74, bearing the broad pendant of Commodore Robert Linzee; under whom he continued to serve after his promotion to the rank of Lieutenant, which took place during the occupation of Toulon, in 1793. The Alcide sustained some damage in her hull, masts, and rigging, and had 9 men wounded, at the unsuccessful attack upon Fornelli, in Corsica, Sept. 30, 1793.*

* See Vol. II. part II. note † at p. 189, *et seq.*

During the operations against St. Fiorenzo, Lieutenant Shepheard was employed in the land batteries, under the orders of Captain Edward Cooke; and he appears to have assisted at the storming of the Convention redoubt, Feb. 17, 1794.* On the 11th April following, the boats of the Alcide, under the command of Lieutenant Shepheard, succeeded in rescuing the crew of la Proselyte 24, which ship had been set in flames by hot shot from the garrison of Bastia: this service was performed in the most exemplary manner, under a very heavy fire from the enemy's batteries.

After the reduction of Corsica, Lieutenant Shepheard successively followed his patron (then a flag-officer) into the Windsor Castle a second rate, Victory of 100 guns, Superb 74, and Princess Royal 98: the former ship had 6 men killed and 31 wounded, in Vice-Admiral Hotham's action, off Genoa, Mar. 14, 1795†. She also bore a part in the skirmish near Frejus, July 13th following. On one of those occasions Lieutenant Shepheard was struck in the forehead by a piece of langridge, but his name does not appear in the list of wounded.

Lieutenant Shepheard's next appointment was, Jan. 1797, to the command of the Pigmy cutter, in which vessel he captured la Rancune French privateer, and re-took two English brigs, laden with bar iron, on the Channel station, Jan. 8, 1799. In the course of the same year, he was most actively employed in Quiberon bay, keeping up a constant communication with the French royalists, and supplying them with arms and money.

The Pigmy formed part of the squadron under Lord Keith during the blockade of Genoa, in 1800; and after the reduction of that city‡ we find her proceeding to the attack of Cesenatico, in company with El Corso brig, the result of which expedition has been stated in our memoir of Captain William Ricketts §. She subsequently captured la Bataglia di Marengo French privateer, and three vessels laden with

* See Suppl. Part II. p. 469, *et seq.* and *id.* note * at p. 471.

† See Vol. I. Part I. note at p. 340.

‡ See *id.* p. 53.

§ See Vol. II. Part II. p. 690.

rope, salt, and oil; besides assisting at the capture of five merchantmen with cargoes of plank, brandy, leather, and stock-fish; and the re-capture of an Imperial vessel laden with hemp. On the 5th Jan. 1801, Lieutenant Shepheard received a letter from the deputies of the Mercantile Insurance Company at Trieste, of which the following is a translation:—

"Most esteemed Sir,—Not forgetting the influence you have had in defending the Adriatic Gulph, from the invasion of piratical enemies, for the service of the powers in alliance with his Britannick Majesty, we ought, as deputies of this commerce, to make you our acknowledgments, and we therefore beg you will receive with this letter a gold snuff-box, in remembrance of our gratitude; and, with the most perfect esteem, we subscribe ourselves, your most obedient servants,

(Signed) "JOHN DOBLEN & Co.—J. REYES.—SORREI REDE.—"STEPN. RISMIK.—LUZORICH GOVANUCHI.—J. MAN-"ZEWANY."

"This mark of their approbation,' says Lord Keith, in a letter to Lieutenant Shepheard, dated June 9, 1801, "I cannot fail to consider as a flattering testimony of your meritorious exertions, and as highly creditable to the service in which you are employed."

In the early part of 1801, Lieutenant Shepheard took two French privateers—l'Adelaide, of 3 guns and 51 men; and l'Achille, of 6 guns and 44 men. On the 8th June, in the same year, being then on the coast of Syria, and in sight of an enemy's squadron under Mons. Gantheaume, he captured la Prudente armed transport, from Toulon bound to Alexandria, laden with ammunition and artificers' tools; and having on board upwards of 100 persons, including troops and comedians.

At the renewal of hostilities, in 1803, Lieutenant Shepheard was appointed to the command of the Basilisk gun-brig, in which vessel he was repeatedly engaged with the Boulogne flotilla, and the land batteries in that neighbourhood. On the 18th Dec. he captured the gun-vessel No. 436, mounting one long brass 18-pounder and a howitzer, with a complement of 35 men. During the winter of 1803-4, he commanded a detachment consisting of three brigs and a cutter, with which small force he maintained the blockade of the enemy's coast, from Boulogne to Ostend, during the

absence of the frigates and sloops composing the Dungeness squadron. It is sufficient to say, that "the diligent and judicious manner in which he executed his duty on all occasions," obtained him the unqualified approbation of his superiors.

From the Basilisk, Lieutenant Shepheard was removed to the Earl St. Vincent cutter, in which vessel he continued upwards of two years; cruising on the coast of Scotland, about the Orkney and Shetland islands, and occasionally in the Baltic. Finding himself passed over in the grand promotion that followed the battle of Trafalgar, he addressed a letter of remonstrance to Lord Barham, whose answer we shall here transcribe:—

"*Barham Court, 1st March*, 1806.

"Sir,—Such disappointments as yours are frequently unavoidable, and particularly mortifying where the party has such merit in service as would entitle him to promotion.

"It was on this ground that I gave your name in for a Commander's commission, not on any other, you were unknown to me.

"How the mistake has happened, I have not been able to trace, but I am confident it did not rest with me; and I am equally sure, that when your services are known to Mr. Grey, and that my intention of promoting you was not owing to private but to public recommendation, he will pay due attention to your claims.

"After the very great promotion that took place before I left the Admiralty, it would be presumptuous in me to make any application to my successor; but of this you may be assured, that if the power should ever fall again into my hands, I shall think it my duty to make your services a first consideration. I am, Sir, &c.

(Signed) "BARHAM."

"*To Lieut. Shepheard, &c. &c.*"

On the 15th Aug. following, the subject of this memoir was promoted to the command of the Demerara brig, on the Leeward Islands' station; in which vessel he captured a Spanish privateer, and entirely suppressed the depredations of the enemy's row-boats from the Oronoco river; his services on the unhealthy coast of Dutch Guiana, were thus officially acknowledged:—

"*Court-House, Stabrack, Demerara, April* 29, 1808.

"Sir,—His Excellency, the acting Lieutenant-Governor, having communicated to the Honorable Court of Policy of these colonies, that you had left the West Indies for Europe, on account of the state of your health,

I am commanded by the Court aforesaid, to transmit to you the enclosed copy of a resolution passed by them on the 25th January last, relative to an allowance of table money voted to the captain and officers of the armed brig Demerara, and which was intended to take effect on your return to this station in the command of that vessel.

"It is his Excellency, the acting Lieutenant-Governor, and the Court of Policy's desire, that I shall, at the same time, express to you the strong sense they entertain of your services to these colonies while commanding the Demerara on this station, by the activity and readiness you uniformly and successfully displayed in affording every assistance in your power for the protection of the trade and of the coasting craft of the inhabitants, against the enemy's privateers. I have the honor to be, &c.

(Signed) "PP. TINNE, Dep. Sec. of the Colony."

"*To Captain Shepheard, R. N.*"

In addition to the above testimonial of his persevering exertions, Captain Shepheard received a strong recommendation from Sir Alexander Cochrane to Lord Mulgrave, then at the head of the Admiralty. He was subsequently appointed an agent for transports, and in that capacity we find him arriving at Corunna, in company with 12,000 British troops, under the command of Sir David Baird, Oct. 14, 1808. After their debarkation, he proceeded to Lisbon, and from thence brought home 3000 Russian seamen, belonging to Admiral Siniavin's squadron *. He then returned to the Spanish coast, and contributed in no slight degree to the preservation of the survivors of Sir John Moore's army, the whole of whom, "in consequence of the arrangements made by Commissioner Bowen and the other agents for transports, were embarked with an expedition that has seldom been equalled." His services on this memorable occasion were duly acknowledged by Lieutenant-General Hope, in that officer's official account of the battle of Corunna, dated on board the Audacious, Jan. 18, 1809.

In May following, being then at Lisbon, Captain Shepheard tendered his services to defend the right bank of the Tagus; and he was accordingly appointed by Vice-Admiral Berkeley to command a flotilla of gun-boats, manned by volunteer seamen from the transports in that river. He continued to be thus employed till Marshal Victor broke up from his cantonments at Truxillo, and retreated to Talavera de la Reyna.

* See Vol. I. Part I. note at p. 432.

In Dec. 1809, Captain Shepheard received an appointment to the Thunder bomb; and from April until Nov. 1810, he appears to have been the senior commander of four vessels of that description, employed in the defence of Cadiz: during a considerable part of that time the Thunder was at anchor almost within point-blank shot of the enemy's formidable batteries. On the 2d of the latter month, when the French gun-vessels, proceeding from Rota to Port Santa Maria, were attacked by the British flotilla *, he hastened with his boats to the support of Captain Kittoe, and conducted himself in such a manner as to obtain the most flattering approbation of his gallant and discerning admiral. We should here remark, that Captain Shepheard had the sole arrangement of the different bombardments which took place, and that he rowed guard himself every fourth night during his continuance in Cadiz bay.

On the 11th Nov. 1810, Captain Shepheard was appointed to the Columbine brig, of 18 guns, attached to the squadron under Sir Richard G. Keats, by whom he was subsequently ordered to act as captain of the Alfred 74. After commanding that ship about three months, during which she was kept cruising between Capes Trafalgar and Spartel, he returned to the Columbine, and served under the orders of Rear-Admiral Legge, on the Cadiz station, until the close of 1811. The Columbine formed part of a detachment sent to make a diversion in favour of the Spanish General Ballasteros, by landing 1000 British infantry and a detachment of artillery at Tariffa, which service was performed during the prevalence of a strong easterly gale, Oct. 18, in the latter year; her commander's exertions on that occasion were warmly acknowledged by his senior officer, Captain Edward S. Dickson.

Captain Shepheard returned to England in the Comet sloop of war; and obtained post rank Feb. 1, 1812. His next appointment was May 14, 1813, to the Fylla of 22 guns, on the Guernsey station. In Jan. 1814, he captured, after a slight resistance, l'Inconnu French lugger privateer, of 15 guns and 109 men; the largest vessel of that class belonging to St. Maloes. On this occasion, the enemy had 5 men killed and

* See Suppl. Part II. p. 324.

4 wounded; the Fylla, her first Lieutenant (William Henry Pierson) and one marine slightly wounded.

On the 1st Nov. 1819, Captain Shepheard was appointed to the Brazen 26, in which ship he served on the St. Helena and Irish stations until Jan. 1823.

He married in 1796, Miss Reed, of Portsmouth, and by that lady, who died Dec. 16, 1821, had issue one son and a daughter; the former, a fine young man who had passed his examination, and acted as a lieutenant of the Brazen, was drowned in the Confiance, off the coast of Ireland, in 1822: his daughter is married to Lieutenant Frederick Hire, R. N.

Agent.—J. Dufaur, Esq.

JOHN TANCOCK, Esq.

We first find this officer serving as a midshipman on board the Crescent frigate, Captain (now Sir James) Saumarez, at the capture of le Réunion of 36 guns, after a close action of 2 hours and 20 minutes, near Cherbourgh, Oct. 20, 1793 *. In 1795, he followed his able and gallant commander into the Orion 74; and assisted at the capture of three French line-of-battle ships, by the fleet under Lord Bridport, off l'Orient †. He also participated in the glorious victory off Cape St. Vincent, Feb. 14, 1797; on which occasion two Spanish first-rates, one 80-gun ship, and one 74, were added to the British navy ‡.

Soon after that celebrated event, Mr. Tancock was strongly recommended by Sir James Saumarez to the commander-in-chief, who immediately ordered him to act as junior lieutenant of the Orion, in which capacity he commanded her launch, and gallantly supported Sir Horatio Nelson in his attack upon the Cadiz flotilla, July 3, 1797 §. He likewise fought under that immortal hero, at the mouth of the Nile, on the ever memorable first of August, 1798 ‖. His commission as a lieutenant was confirmed by the admiralty, Mar. 9, 1799.

* See Vol. I. Part I. p. 178. † See *id.* pp. 179 and 264.
‡ See *id.* pp. 21—28. § See Suppl. Part I. p. 269, *et seq.*
‖ See Vol. I. Part I. note at pp. 180—185.

The Orion being paid off about this period, Mr. Tancock was afterwards successively appointed to the Rosario and Iris; the former a fire-vessel at Sheerness, the latter a frigate employed on the North Sea and Baltic stations. In 1800, he commanded one of that ship's boats at the capture of a Dutch privateer, of 10 guns and 30 men, moored in a creek on the coast of Norway.

On the 1st Jan. 1801, Sir James Saumarez was promoted to the rank of rear-admiral, and directed to hoist his flag in the Cæsar 80, to which ship Lieutenant Tancock was soon removed at the particular request of his worthy and distinguished patron; under whom he served at the battle of Algeziras, and the subsequent discomfiture of the combined squadrons in the Gut of Gibraltar, July, 1801*.

After that most splendid achievement, Mr. Tancock succeeded the late Captain Philip Dumaresq as flag-lieutenant to Sir James Saumarez, under whose command he had then assisted at the capture and destruction of no less than five of the enemy's 3-deckers, four 80-gun ships, twelve 74's, and three frigates†.

During the peace of Amiens, and after the renewal of hostilities, Mr. Tancock served as flag-lieutenant to the same officer, at Sheerness and Guernsey. Whilst on the latter station he commanded the Sylph brig for a short period, and in that vessel made one re-capture: his promotion to the rank of commander took place Aug. 15, 1806; on which occasion he was appointed to the St. Christopher sloop, stationed at the Leeward Islands. In her, he captured several small Spanish vessels; detained a Danish ship, which was condemned as a droit of admiralty; and re-captured a British merchantman, laden with bale goods, from Glasgow bound to St. Thomas's. He was also present at the surrender of the Danish island of St. Croix, to the military and naval forces under General Bowyer and Sir Alexander Cochrane, Dec. 25, 1807 ‡.

Towards the end of 1808, Captain Tancock was obliged to

* See Vol. I. pp. 187—193; and Supplement, Part I. p. 271.

† Captain Dumaresq died at Bath, June 29, 1819.

‡ See Vol. I. Part I. p. 263, *et seq.*

return home in consequence of a severe attack of yellow fever; and in April, 1809, he was appointed, at the recommendation of Sir James Saumarez, to the Curlew sloop, fitted with 10 long 18-pounders, for the purpose of protecting the trade to and from Malmo and Gottenburgh through the Sound. During the season that he was thus employed, his boats captured seven Danish vessels laden with provisions for Norway. The Curlew being found defective, was paid off in the course of the same year.

Captain Tancock's next appointment was, about June, 1810, to the Mercury troop-ship; the command of which he retained till the close of 1811, when he was removed to the Griffon brig, at Chatham. He there received his post commission dated Feb. 1, 1812. This enviable step of rank he obtained through the friendly interference of Sir James Saumarez, who, with his characteristic kindness, had recently laid a statement of the captain's services before the admiralty, and earnestly solicited his promotion.

On the 27th Aug. 1812, Captain Tancock was appointed to the Bann corvette; but when nearly ready for sea he was turned over with his crew to the Conway 24; in which ship he accompanied a large fleet of merchantmen to a certain latitude, and was afterwards employed as senior officer on the Madeira station; from whence he returned to Plymouth early in May, 1815.

The Conway was next ordered to cruise across the entrance of the British Channel, for the purpose of intercepting Napoleon Buonaparte in his expected flight from France to America. In Feb. 1816, having, in the interim, been paid off and re-commissioned for foreign service, she sailed for the East Indies with government money; and on her arrival at Madras, Captain Tancock found himself appointed by his friend, Commodore Sayer, to the Iphigenia frigate, of which ship he took the command, at Trincomalee, in the month of Sept. following. From Jan. to June, 1817, he was employed in superintending the equipment of the Melville, a new 74, at Bombay; and in loading that ship with the teak frame of another third-rate. The Melville arrived at Plymouth, in company with the Iphigenia, Dec. 14, 1817.

Soon after his return to England, Captain Tancock was tried by a court-martial, and sentenced to be admonished, for having threatened to put a marine officer in irons; but notwithstanding this reproof on the part of his judges, the Lords of the Admiralty marked their sense of his conduct by immediately confirming his appointment to the Iphigenia, and continuing him in that command until an officer of sufficiently long standing on the post list to command so large a frigate was appointed to re-commission her.

Captain Tancock married, in Aug. 1805, Elizabeth Catharine, eldest daughter of Samuel Goodwin, Esq. merchant in the island of Guernsey, by whom he has had seven children, four of whom are now living.

HON. GEORGE ALFRED CROFTON.

THIRD son of the late Sir Edward Crofton, Bart. by Anne, daughter and sole heiress of Thomas Croker, of Backweston, co. Kildare, Esq. which lady was created an Irish baroness, in her own right, Dec. 1, 1797.

This officer's first commission bears date Oct. 10, 1804. On the 13th June, 1805, being then a lieutenant of the Cambrian frigate, Captain J. Poo Beresford, on the Halifax station, he conducted himself with great gallantry in the command of that ship's barge at the capture of the Spanish privateer schooner Maria, of 14 guns and 60 men; on this occasion the British had 2 men killed and 2 wounded. At the latter end of June, 1806, he was ordered to act as commander of l'Observateur brig, recently captured by the Tartar frigate; but his actual promotion to that rank did not take place till Feb. 9, 1808, at which period he was appointed to the Goree sloop, on the Leeward Islands' station. The handsome manner in which he consulted the feelings of a brother officer, by relinquishing his right to command that vessel, has been stated at p. 473 of Suppl. Part I. On the 11th Oct. 1810, while commanding the Fawn sloop, he captured le Temeraire French schooner privateer, of 10 guns and 35 men.

Captain Crofton was made post, Feb. 1, 1812. His subsequent appointments were, Aug. 3, 1813, to the Dictator troop-ship; Feb. 4, 1815, to the Narcissus frigate; and July 24, 1826, to the Dryad 42, now on the Mediterranean station.

This officer's eldest surviving brother is in holy orders, and the heir presumptive to his nephew, Edward Lord Crofton. Another brother, a captain in the Coldstream regiment of foot-guards, was killed before Bayonne, April 14, 1814.

JAMES PATTISON STEWART, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer was made a lieutenant, Mar. 21, 1805; and appointed acting commander of the Port d'Espagne brig, on the Trinidad station, April 15, 1806. On the 6th June, 1807, a detachment of 25 men belonging to that vessel, in a prize schooner, disguised as a neutral, and commanded by his second lieutenant, boarded and carried the Mercedes Spanish privateer, mounting 2 carriage guns and 2 swivels, with a crew of 30 men; in this little affair, the enemy had 3 men killed, 1 drowned, and 3 wounded; the British none killed, and only 2 wounded.

On the 18th Aug. following, the Port d'Espagne captured la Maria, another vessel of the same description, mounting 1 long 18-pounder, and having on board 74 men. Two days afterwards, one of her prizes, manned as a tender, in conjunction with the boats of H. M. schooner Balahou, destroyed a small privateer in the Bay of St. Juan; and on the 12th Sept. in the same year, her boats, under Lieutenants Cotgrave and Hall, captured El Rosario, of 1 gun and 34 men.

Captain Stewart was afterwards successively appointed to the Dart ship-sloop, and the Snap and Epervier brigs, stationed at the Leeward islands: his commission as a commander, bears date Feb. 15, 1808. We next find him commanding the Sheldrake of 16 guns, and proceeding, in company with the Tartar frigate, to the relief of Anholt, an island

in the Cattegat, forming a very important point of communication between Great Britain and the continent, and then threatened with an attack by a formidable Danish force under the orders of Major Melsteat. The following are extracts of his official letter to Captain Joseph Baker, reporting the capture of two heavy gun-boats, mention of which has been made at p. 449 of Suppl. Part I. :—

"*H. M. sloop Sheldrake, Anholt, Mar.* 28, 1811.

"Sir,—In obedience to your signal yesterday to keep on the north side of the island, my attention was particularly occupied in preventing the escape of the enemy's flotilla to leeward, hoping by so doing I anticipated your wishes.

"At 2 P. M. observing the Tartar to windward of the island, and the gun-boats endeavouring to push through the passage inside the reef, I endeavoured to place myself in such a situation as to turn them, or to render an action unavoidable. About 4 P. M. we closed within long range of shot, their force consisting of sixteen gun-boats and armed vessels, in close and compact order, formed in line, steering down with the apparent determination of supporting each other; but they, finding us equally determined to bring them to close action, began to disperse, just when we were in hopes of placing ourselves in such a situation as must have annihilated the whole of them in a short time. Five of them keeping in one direction, I stood after them, and I have the pleasure to inform you that we brought them to close action at half-past four, when one immediately struck;—she mounts 2 long eighteen-pounders and 4 brass howitzers, had on board 65 men, and was commanded by a lieutenant of repute in the Danish navy. Immediately the prisoners were removed, we made all sail after the largest lugger, which we captured about 8 P. M. after exchanging a few shot: she proved to be gun-vessel No. I., mounting 2 long twenty-four-pounders and 4 howitzers, complement 70 men, only 60 of whom were found on board: from the number of shot she received, I am convinced she must have lost many of her crew; her commander is also a lieutenant in the Danish navy. I am extremely rejoiced to say we have no person hurt; our sails and rigging a little cut, and a few grape-shot in the hull, is the extent of our damage. * * * *. Night coming on, and we having on board 40 more prisoners than our own people, I am sorry to say we could not succeed in capturing any more of them, as they separated after the first had struck; but several that escaped were under our fire, and appeared to have suffered much,—so much so, that some of the people say one sunk."

Captain Baker, when reporting his proceedings to Sir James Saumarez, says, "I cannot sufficiently praise the intrepidity and skill with which" Captain Stewart "attacked a force so superior to his own;" and the commander-in-chief

of the Baltic fleet, in the official letter that he wrote to the Admiralty on that occasion, expressed his conviction that their lordships would duly "appreciate the good conduct" of the commander of the Sheldrake.

In July, 1811, Sir James Saumarez transmitted to the Admiralty a letter from Captain Charles Dudley Pater, of the Cressy 74, giving an account of an attack made off Hielm island, on the 5th of that month, by a Danish flotilla of seventeen gun-vessels and ten heavy row-boats, on a fleet of merchantmen under the protection of the Cressy, Defence 74, Dictator 64, Sheldrake, and Bruiser gun-brig. The enemy is therein stated to have been defeated with the loss of four gun-vessels, each mounting one long 24-pounder and 4 howitzers. On the 8th of the same month, Captain Stewart addressed an official letter to Captain Pater, of which the following is a copy:—

"I beg leave to inform you, that H. M. sloop under my command came up with the rear of the enemy's gun-boats about six o'clock this morning, which we immediately brought to close action, and I am happy to say No. 2 and No. 5 struck to us: they each mount one long 24-pounder and one 32-pounder carronade, and are manned with 35 men each. As this brig has been in action with the enemy's gun-boats four times, and five of them have been captured and destroyed by her, I trust it will not appear presumption on my part, to recommend to notice the first Lieutenant, William Luckraft, whose zeal, gallantry, and ability, have in every instance been truly conspicuous. Both lieutenants commanding the gun-boats are severely wounded, and several men."

Captain Stewart was promoted to post rank Feb. 1, 1812, and we soon afterwards find him performing "a most gallant exploit" within the rocks of Mardoe, on the coast of Norway:—his own description of it is the best that we can present to our readers:—

"*H. M. S. Dictator, in the Sleeve, July* 7, 1812.

"Sir,—I have the honor to inform you, that yesterday evening, being off Mardoe, with the brigs named in the margin*, the mast-heads of the Danish squadron were seen over the rocks; and Captain Robilliard, in the most handsome manner, volunteered to lead in to attack them, he having

* *Podargus*, Captain William Robilliard; *Calypso*, Captain Henry Weir; and *Flamer*, Lieutenant Thomas England.

a man on board acquainted with the place: as neither the masters nor the pilots of either of the ships conceived themselves equal to the charge, I did not hesitate to accept his kind offer, well knowing that the British flag would meet with nothing but honor in such hands.

"In the entrance of the passage, the Podargus unfortunately took the ground; by which circumstance I was deprived of the valuable and gallant services of her commander during the remainder of the day, and was, in consequence, obliged to leave the Flamer to her assistance; but in Captain Weir I found every thing that could be wished for, which in a great measure made up for the loss I had sustained in the Podargus and Flamer. By this time, half-past seven P. M., we had arrived within one mile of the enemy, who were running inside the rocks under a press of sail: the Calypso, which had also grounded for a short time, was now leading us through the passage, and we were both engaged with the squadron and numerous gun-boats. At half-past nine, I had the satisfaction, after sailing 12 miles through a passage in some places scarcely wide enough to admit of our studding-sail-booms being out, of running the Dictator's bow upon the land, with her broadside towards the enemy, within hail, their force as per margin*. The whole anchored with springs on their cables, close together, and supported by gun-boats, in the small creek of Lyngoe: the Calypso most nobly followed us up.

"In half an hour the frigate was literally battered to atoms, and the flames were bursting forth from her hatchways; the brigs had also struck, and most of the gun-boats were completely beaten,—some of them sunk. The action had scarcely ceased, and the Dictator floated, when we found ourselves again attacked by the gun-boats, which had retreated on seeing the fate of their squadron, and were again collecting from all quarters; but Captain Weir, having taken a most advantageous position, engaged them with the greatest gallantry and effect; indeed I am at a loss how to express my approbation of the prompt exertion of this gallant and meritorious officer.

"The Podargus and Flamer, in the mean time, were warmly engaged with numerous batteries and gun-boats, both of them being aground; but by the uncommon exertion and extreme gallantry of Captain Robilliard, and their officers and crews, they at last got afloat: on this occasion, Lieutenant England particularly distinguished himself.

"At 3 A. M., having got the Dictator, Calypso, and prize brigs in the fair way, we attempted to get out through the passages, when we were assailed by a division of gun-boats from behind the rocks, so situated that not a gun could be brought to bear on them from either vessel: in this

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* *Nayaden* frigate, mounting 60 guns, long twenty-four-pounders on the main-deck, with a complement of 320 men; *Laaland* of 20 guns, long eighteen-pounders, and 125 men; and *Samsoe* and *Kiel*, each carrying 18 long eighteen-pounders and 125 men.

situation the prize brigs grounded, and notwithstanding every exertion on the part of Lieutenant James Wilkie of this ship, in the Laaland, who had extinguished a fire on board her which was burning with great fury; and Lieutenant Benjamin Hooper, of the Calypso, in the Kiel, we had to abandon them complete wrecks, humanity forbidding our setting them on fire, owing to the number of wounded men they had on board *.

"I cannot conclude this letter without mentioning in terms of praise Mr. William Buchanan, the first lieutenant of this ship, a most gallant and excellent officer. * * * *. Enclosed I have the honor to transmit a list of the killed, &c.: although I cannot help deploring the loss of so many brave men, it is much less than could be reasonably expected. The Danes acknowledge to have lost about 300; I rather suspect 500. Our ships have suffered extremely in their hulls, masts, and rigging. I have the honor to be, &c.

(Signed) "J. P. STEWART."

This letter was addressed to Sir James Saumarez, who, when transmitting it to the Admiralty, informed their lordships that it was impossible for him "to express in an adequate manner, the undaunted spirit displayed by Captain Stewart, and all the officers and men under his orders," which he was assured would be duly appreciated by the Board. The loss sustained by the Dictator and her consorts amounted to 9 killed, 35 wounded, and 2 missing: the enemy's gun-boats were 25 in number, each carrying 2 long guns and from 50 to 60 men.

On the 6th Oct. following, one of the Dictator's boats, under the command of Lieutenant Duell, captured a Danish lugger, manned with 13 men (including a commissioned officer), 2 of whom were slain and 3 wounded. The British had not a man hurt.

Captain Stewart's next appointment was May 5, 1813, to the Amphion frigate, on the North Sea station. On the 26th Nov. following, his ship then forming part of the inshore squadron off Walcheren, he volunteered his services to command the boats of the fleet under Admiral Young, and to attempt the capture, by a coup-de-main, of four French frigates lying at Flushing: "this proof of his zeal and good spirit" was received with "great pleasure" by the commander-in-

* The Samsoe struck, but appears not to have been taken possession of.

chief, although he differed with him as to the practicability of his scheme. Captain Stewart subsequently displayed equal ardour when serving under Lord George Stuart at the capture of the islands of Schowen and Tholen*. On the 6th Mar. 1814, the boats of the Amphion made a gallant but unsuccessful attack upon some French armed vessels in the West Scheldt, lying under the immediate protection of Fort Lillo: their loss consisted of 3 killed and 16 wounded, including Lieutenant William Brydges Champion, a young officer of high character and great promise, mortally.

Captain Stewart was nominated a C. B., Dec. 8, 1815.

Agent.—J. Hinxman, Esq.

ROBERT MAUNSELL, Esq.

This officer, a son of the Reverend Archdeacon Maunsell, was born at Limerick, in 1785. He entered the navy, as a midshipman on board the Mermaid 32, commanded by his relative, Captain (now Rear-Admiral) Robert Dudley Oliver, in 1799; and subsequently served under Captains Richard Hussey Moubray, and the Hon. George Elliot, in the Maidstone 32, on the Mediterranean station. On the 11th July, 1804, he received a very severe wound in the hip, while assisting at the destruction of about a dozen French settees, at la Vandour, near Toulon, by the boats of the latter frigate and her consorts, under the orders of Lieutenant John Thompson; and for his gallant conduct on that occasion, he was rewarded with a commission, dated Mar. 7, 1805, the day on which he completed his time†. From that period, he served on board the Princess Royal 98, in the Channel fleet, till his promotion to the rank of Commander, Mar. 8, 1808.

We next find Captain Maunsell commanding the Procris brig, on the East India station, where he destroyed the Dutch Company's vessel Wagster, of 8 guns, 4 swivels, and 86 men, about July, 1810. At the commencement of the operations

* See Vol. II. Part II. p. 872 *et seq.*

† See Vol. I. Part II. p. 665 *. N. B. Lieutenant Thompson was killed in the barge of the Melpomene frigate, Captain Sir Peter Parker, at the capture of a French armed settee, near Leghorn, July 4, 1806.

against Java, he performed a very gallant exploit, of which the following are the official details :—

" *H. M. sloop Procris, off the mouth of Indramayo river, July* 31, 1811.

" Sir,—I have the honor to inform you, that, in obedience to your orders, I proceeded in shore, and, at day-light this morning, discovered six gun-boats, with a convoy of forty or fifty proas, close in with the mouth of Indramayo river, upon which we immediately weighed, and ran into a quarter-less-three fathoms water, and were then scarcely within gun-shot of the enemy : finding our fire made very little impression on them, and conceiving the destruction of this force to be an object of considerable importance, I proceeded to the attack of them with the boats of H. M. sloop under my command, together with two flat boats, an officer, and 20 men of H. M. 14th regiment, and an officer and the same number of men from H. M. 89th regiment, and succeeded in boarding and carrying five of them successively, under a heavy fire of grape and musketry, their crews jumping overboard, after having thrown their spears into the boats; the sixth blew up before we got alongside of her. The whole of the convoy, on their first seeing us, hauled through the mud up the river, or they must also have fallen into our hands. The gun-boats carry each of them one brass 32-pounder carronade forward, and one 18-pounder aft, with (as appears by the papers found on board) upwards of 60 men each; they are excellent vessels, and, in my opinion, might be found of considerable service to the expedition.

" In performing this service, I am happy to observe, that our loss has been comparatively small, when it is considered that the boats, during the whole time of their advancing, were exposed, in the open day, to the fire of 12 guns of the calibre I have mentioned, and a constant fire of musketry ; the gun-boat which blew up being of equal force with the rest *.

" I cannot conclude without performing the pleasing duty of noticing the very steady and determined bravery of every officer and man employed on this service. From Mr. George Majoribanks, my first lieutenant, I received that able support I had reason to expect, from his general good conduct whilst under my command; and I cannot too strongly mark the high sense I entertain of the gallantry of Lieutenants H. J. Heyland and Oliver Brush, of H. M. 14th and 89th regiments ; their keeping up a steady well-directed fire of musketry from the men under their respective commands, must have proved considerably destructive to the enemy. I have also to express the satisfaction I felt in the steady behaviour of Messrs. George Cunningham, William Randall, and Charles Davies, masters-mates, supernumeraries on board the Procris, for a passage to join the commander-in-chief, and the other petty officers, non-commissioned officers, seamen, and

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* The enemy's guns were mounted in such a way as to enable them to fire in every direction.

soldiers; in short the conduct of the whole was such as to make me feel confident, that had the force opposed been considerably greater, it would have met the same fate. Enclosed I transmit a list of the wounded on this occasion*. I have the honor to be, &c.

(Signed) "R. MAUNSELL."

"*To Captain George Sayer, H. M. S. Leda.*"

On the same day, Captain Maunsell received a letter from Commodore Broughton, then the senior officer off Java, of which the following is a transcript:—

"Sir,—I have to acknowledge the receipt of a copy of your letter of this date, addressed to Captain Sayer, giving an account of the capture of five, and destruction of one, of the enemy's gun-boats, off the mouth of Indramayo river, in the boats of H. M. sloop Procris, under your command.

"I cannot too highly applaud the meritorious conduct of yourself, the officers, petty officers, seamen, and soldiers, employed in this gallant attack; and I beg you will express to them the sense I entertain of their zeal and meritorious conduct, so well displayed on this occasion. I shall have great pleasure in laying the same before the Lords Commissioners of the Admiralty, by the earliest opportunity; and I request you will accept my best thanks for the skill and ability you have so fully evinced, in leading your boats to the attack in person. I am, &c.

(Signed) "W. R. BROUGHTON."

In addition to this letter of thanks, Captain Maunsell's gallantry was immediately rewarded by an appointment to command the Illustrious 74, bearing the broad pendant of Commodore Broughton; and during the subsequent operations against Batavia, &c. we find him bearing a very distinguished part on shore, under the orders of Captain Sayer; particularly at the assault of Meester Cornelis, Aug. 26, 1811†. The high estimation in which his conduct was held by the military and naval commanders-in-chief, will be seen by reference to the official documents inserted at p. 356 of Vol. II. Part I.

On the 10th of the following month, Commodore Broughton joined Rear-Admiral Stopford, off Samarang; and in the course of the ensuing night, several of the enemy's gun vessels, lying in-shore, were attacked and destroyed by the boats of the squadron, under the directions of Captain Maunsell;

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* 1 dangerously, 2 severely, and 8, including Mr. William Randall, slightly.

† See Vol. II. Part I. pp. 354 and 355.

whose post commission was confirmed by the Admiralty, Feb. 7, 1812. His next appointment was, Aug. 25, in the same year, to the Chatham 74, bearing the flag of Rear-Admiral M. H. Scott, on the North Sea station; the command of which ship he retained till July, 1814.

Captain Maunsell has one brother in the church, and another in the army.

Agents.—Messrs. Chard.

CHRISTOPHER BELL, Esq.

We first find this officer serving as a lieutenant of the Pique frigate, Captain Charles B. H. Ross; and commanding three of her boats at the capture of a Spanish brig, pierced for 12 guns, and the destruction of a 3-gun battery, in Cabaret bay, Porto Rico, Nov. 1, 1806 *.

His promotion to the rank of Commander took place April 1, 1808. The capture of le Barbier de Seville, French lugger privateer, of 16 guns and 60 men, by the Phipps schooner, under his command, is thus described in a letter from him to Vice-Admiral George Campbell, dated Nov. 16, 1810:—

"Having weighed and proceeded to sea in H. M. sloop under my command, agreeably to your order, immediately the tide slacked last evening, I have the honor to acquaint you, that before 12 o'clock, we were alongside a French lugger privateer, which led us close under Calais, and so near in shore, that I was obliged, although firing grape-shot into her, to give up the chase.

"As we saw, while pursuing her, two other luggers lying to windward, I thought, by beating up in shore of them, we might escape their notice, until far enough to fetch them. About 5 A. M. we had the pleasure of getting close to one of them, when an action commenced. The enemy, for a quarter of an hour, kept up an incessant fire of musketry. As I perceived his determination was to run on shore, and we were then in 3½ fathoms water, the only prospect of capturing her was to lay her on board. This was done, and, under the fire of our broadside, Lieutenant Robert Tryon, assisted by Mr. Wright, master's-mate, in a most gallant manner headed the party of boarders, when the enemy, in a few minutes, surrendered * * * *. This capture has been attended with the loss

* See Vol. II. Part II. p. 737.

of one seaman killed, and Lieutenant Tryon dangerously wounded. The enemy's loss is severe, having 6 killed and 11 wounded.

"At day-light, we saw H. M. brig Zephyr steering down to us: Captain Dickens gave me every assistance in shifting the prisoners, and took the prize in tow. Our own running rigging being very much cut, and for the accommodation of the wounded, I was anxious to get into the Downs myself; but notwithstanding all exertions, the prize very soon went down, having received several shot from us between wind and water. I lament to hear that one of our men was drowned."

Lieutenant Tryon, it appears, was wounded by one of the guns of the Phipps going off while he was on the enemy's deck: the shot, a 12-pounder, shattered the bladebone of his left shoulder, carrying away the flesh close to the spine, laying the ribs bare, and occasioning a wound one foot long by seven inches broad. He died in Panton Square, London, Jan. 24, 1811.

Captain Bell's post commission bears date Feb. 7, 1812.

Agents.—Messrs. Stilwell.

RICHARD SPENCER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Only son of the late Richard Spencer, Esq. merchant of London, in which city he was born Dec. 9, 1779.

This officer entered the navy, as a midshipman on board the Arethusa frigate, Captain the Hon. Seymour Finch, in Sept. 1793. In the month of April following, he joined the Leviathan 74, commanded by the late Lord Hugh Seymour, under whom he bore a part in the memorable battles of May 28 and 29, and June 1, 1794*. We next find him in the Sans Pareil 80, bearing the flag of that heroic nobleman, and forming part of Lord Bridport's fleet at the capture of three French two-deckers, off l'Orient; on which occasion he was slightly wounded†. In 1796, and the three following years, he served under his friend Captain Robert Larkan, in the Hornet sloop and Camilla of 20 guns, on the Channel, North American, and West India stations.

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* See Suppl. Part I. p 157 *et seq.*

† See *id.* p. 158; and Vol. I. Part I. note at p. 247.

On the 4th Dec. 1799, Mr. Spencer quitted the Camilla in order to join the Queen Charlotte, a first rate, bearing the flag of Lord Keith, on the Mediterranean station; and in April following, he was appointed lieutenant of the Guillaume Tell, French 80, recently captured by the Lion, Foudroyant, and Penelope. He shortly afterwards removed to the Camelion brig, Captain Frederick Lewis Maitland.

With that vessel, Lieutenant Spencer proceeded to Aboukir bay, where he commanded one of the armed launches employed in covering the debarkation of the British troops under Sir Ralph Abercromby *: he subsequently led the other gun-boats up the lake on the left flank of the army; and continued there until after the defeat of General Menou, Mar. 21, 1801. An account of the operations in which he was engaged during that period will be found at pp. 852 *et seq.* and 385 *et seq.* of our second volume.

In Sept. 1801, the Camelion's cutter and jolly-boat, commanded by Lieutenant Spencer and Mr. Charles Royer, master's-mate, succeeded in bringing off from the beach near Tarragona, a Spanish felucca mounting two 6-pounders and two swivels: the guns of two other feluccas, similarly armed, were at the same time thrown overboard, it being found impossible to get them afloat under the heavy fire of musketry that was kept up by a number of soldiers assembled on the shore, in addition to their crews. It is proper to remark that those three vessels, intimidated by the appearance of a single 6-oared boat, had run aground before Mr. Royer formed a junction with Lieutenant Spencer. The manner in which the Camelion was employed at the commencement of the late war, will be seen by reference to p. 84 of Suppl. Part I.

Lieutenant Spencer's next appointment was, Sept. 18, 1803, to the Triumph 74, Captain Sir Robert Barlow; and on the 2d Dec. following, Lord Nelson was pleased to honor him with the command of le Renard schooner (stationed at Malta), mounting ten 12-pounder carronades and two long

* See Vol. I. Part I. note † at p. 259 *et seq.* and note * at p. 313. N. B. Lieutenant Spencer's launch was stationed on the right of the line.

fours, with a complement of 48 officers, men, and boys. This vessel was subsequently named the Crafty, there being already a Renard in the British navy.

In Oct. 1806, Lieutenant Spencer was sent by Sir Alexander J. Ball to negociate with the Dey of Algiers for the ransom of some Maltese who had been captured and enslaved prior to their island falling into the possession of the English. The Dey, at first, declined to accept the terms offered by the British governor; but on Lieutenant Spencer taking his leave of him, and expressing regret at the unsuccessful termination of his mission, he answered with much warmth, "to convince you how much I wish to be friendly with your countrymen, I will *give* you the slaves;—go, and send me a frigate immediately to carry my ambassador to Constantinople." On the following morning, Lieutenant Spencer had the pleasure of receiving on board the Crafty, 30 men, and 2 ladies with their servants, who had been upwards of fifteen years in slavery. On his return to Valette, the government of Malta presented him with a piece of plate, value 100 guineas; and at a subsequent period, he was requested to accept another, value 40 guineas, as an acknowledgment of his exertions in protecting the trade of the island. While thus employed, he drove on shore and totally destroyed a Cisalpine privateer of 4 guns, which had come out from Syracuse to attack some merchant vessels under his convoy.

In the night of Jan. 2, 1807, the Eagle 74, Captain Charles Rowley, having broke from her moorings in Valette harbour, brought up immediately astern of, and so close to the Crafty, that it was expected every moment she would cause her destruction. The schooner was then lying in the fair way of the harbour and her commander on shore. At day-light, observing the imminent danger of his vessel, and the sea running so tremendously high that neither of her boats could attempt to land, Lieutenant Spencer managed to attract the attention of his people, divested himself of his coat and boots, dived through the surf, and swam on board. He then got a spring well secured on the cable, cut, and ran to a safer anchorage. The danger attending this manœuvre appeared so

great, that the bows and fore-channels of the Eagle were full of men, with ropes in their hands, ready to assist the schooner's crew.

On the 8th Mar. following, the Crafty had one of her carronades dismounted in an action with several Spanish gun-vessels belonging to the Algeziras flotilla; and on the following day, she was captured, in a small bay near Tetuan, after a long and most desperate resistance, by a detachment consisting of El Generalissimo and El Huron, each mounting two 24-pounder carronades and two long sixes, with a complement of 70 men; and la Pastora, of two 18-pounder carronades, 2 sixes, and 70 men:—the whole having on board, in addition to their regular crews, a number of useful volunteers, and commanded by a most gallant officer, who had received no less than three steps of rank in his Catholic Majesty's marine, for the capture of as many British national vessels.

In the midst of the conflict, Lieutenant Spencer was badly wounded in the forehead, eyes, and nose, by a shot striking the lock of a gun that he was pointing, in the hope of sinking El Generalissimo, her crew having just been repulsed in their first attempt to board, and her bowsprit being still over the Crafty's quarter. At the close of the battle, he was again struck down by the blow of a cutlass on the left side of the head, and his assailant was in the act of stabbing him in the breast, when the master of the schooner, who was loading a musket, seeing the imminent danger of his commander, fired the iron ramrod through the Spaniard's body, and killed him on the spot. The total loss sustained by the British in this sanguinary affair, was 3 slain and 13, including Mr. Matthew M'Laughlin, master's-mate, Mr. John Poore, midshipman, and Mr. Samuel Wadland, clerk, wounded. Among those who lost their lives on the opposite side, were the Spanish commodore and his captain, both of whom fell by the same ball, when attempting to board the Crafty. Each gun-vessel had at least as many men killed and wounded as the British schooner, including a large proportion of officers. Had the commodore survived, he would have been rewarded with a pension, and the rank of rear-admiral.

In Sept. 1807, Lieutenant Spencer sailed for the East Indies, as first of the Monmouth 64, bearing the flag of Rear-Admiral William O'Brien Drury; with whom he removed to the Russell 74, at Madras, in Feb. 1808. He subsequently served, for about three months, in the Cornwallis frigate, successively commanded by Captains Fleetwood Pellew, and William A. Montague.

Captain Spencer's commission as a Commander is dated April 8, 1808, but he did not join the Samarang, a 20-gun corvette to which he was then appointed, until Nov. 23d following. In that ship he assisted at the capture of Amboyna, Feb. 19, 1810; and afterwards took possession of the adjacent valuable islands of Saparoua, Harouka, and Naso-Laut*. On the 22d of the ensuing month, he was sent to reconnoitre Banca; from whence he proceeded, in consequence of some intelligence obtained through a successful stratagem, to attack the neighbouring island of Pulo Ay, the garrison of which was so completely taken by surprise, that it surrendered without resistance.

After embarking the enemy's troops, ordnance, and much valuable public property, Captain Spencer had the additional good fortune to capture the Dutch national brig Recruteur, with supplies of money, cloathing, and provisions for the said island; the governor of which, formerly a captain in the navy of Holland, was so much chagrined at being taken by such an insignificant force, that he destroyed himself very soon afterwards.

On his return to Madras, Captain Spencer was appointed, *pro tempore*, to the Blanche frigate; and at the same time the commander-in-chief strongly recommended him to the favorable notice of Lord Mulgrave, as will be seen by the following letter:—

"*Cornelia, 1st August*, 1810.

"My Lord,—The Blanche becoming vacant, from Captain Montague of the Cornwallis being obliged to go home in consequence of ill health, I am induced to nominate Captain Richard Spencer of the Samarang, to the command of the Blanche, for his highly judicious and gallant conduct

* See Suppl. Part I, pp. 198—201.

at the capture of Amboyna, and afterwards his capturing the Recruteur Dutch sloop of war, of 12 guns, and the fort and island of Pulo Ay, single-handed, in the Samarang.

"Captain Tucker, in his private letters, speaks with as much warmth in approbation of Captain Spencer's gallant and active exertions, as his public letters bear testimony of; to which I can only add, that I consider Captain Spencer to be an officer of high promise, and well worthy of your lordship's notice. I have the honor to be, &c.

(Signed) "W. O' B. Drury."

On the evening previous to his leaving the Samarang, Captain Spencer was presented with a letter, written by one of his boatswain's-mates, which we shall here copy *verbatim:*

"*Port Cornwallis, 17th August,* 1810.

"Sir,—The Petty officers and Ship's company of H. M. sloop Samarang under your command, being Senciable that you are on Eve of leaving them. Have to Request your Acceptance of a Sword value 100 Guineas—as a Testimony of their Esteem For your Fatherly Conduct and Universal attention To every thing Conducive to their health and Comfort During the time they Had the honour of being under your Command—And in Commemoration of the Gallant Exploit at Amboyna, And the Events of the last Cruise in General, and Particularly the Circumstance of Pulo Way—But being at a loss how to write to Mr. Bromley our Agent to put the same into Execution, have to request your Advice relative to the same.

"We have the Honour Sir, of Subscribing Ourselves Your Truly Sincere and Obedient Servts.

(Signed) "Samarang's Ships Company."

"*To Capt. R. Spencer.*"

Captain Spencer continued to command the Blanche until April, 1811, when, being in a sinking state, she was hauled on shore at Trincomalee, and put out of commission. His promotion to post rank took place Feb. 7, 1812; from which period he remained unemployed till his appointment to the Eurydice 24, on the Irish station, in June, 1815. On the 6th Sept. following, he removed to the Erne 20, fitting for the Mediterranean; from whence he returned home, to be paid off, at the close of 1817. He was nominated a C. B. Dec. 8, 1815.

In 1825, Captain Spencer presented the public with an easy plan to render any common boat buoyant and manageable when full of water, in a high sea, so that she may be used as a temporary life-boat in cases of shipwreck, by means of several air-tight cases, made of the thinnest sheet cop-

per, enclosed in boxes of ¾-inch deal board, joined in the best manner to render them water tight, and one secured under each thwart:—also two similar cases lashed outside each gunwale of the boat, which will secure her from upsetting.

This plan is particularly recommended to the attention of the owners and commanders of all merchantmen, as the probable means of saving many lives. In the event of a ship being stranded, a boat fitted with these cases would safely carry a line on shore, from whence she might be hauled back to the ship as often as required, till the whole crew were landed: the boat being stove on the rocks or beach, would be of no consequence, for so long as the cases continued secure in their places, she would be equally safe as when whole. The cases being very light, they might at all times be kept fixed under the thwarts of a boat hoisted up astern at sea. Six cases to fit any common boat, with the wooden boxes to prevent them from being bilged or bruised, and clasps made of thin plate iron to secure them to the thwarts, will cost under 20*l*.

In Oct. 1825, the following trials were made by Captain Spencer, near his residence on the coast of Dorsetshire.

On the 3d, the wind then blowing a fresh gale at S. W. and S., with a high sea, three cases were lashed under the thwarts, and one outside each gunwale of a 4-oared boat. She was then filled with water, rowed with the plug out into the heaviest sea, and laid broadside to the surf, which broke over her with so much violence, as to render it difficult for the men to avoid being washed overboard; but in no instance had she the least inclination to upset. Having tried her in every way, and found her perfectly safe, when full of water, the plug was put in, the water baled out, and the boat again rowed into the midst of the breakers, where she was laid broadside on, and in every direction against the sea, for near an hour, without the smallest risk of capsizing.

On the 15th, six cases were fixed to one of the 4-oared gallies belonging to the pilots of Lyme Regis; and when full of water, with the plug out, 8 men stood on one gunwale, swam off together, then back again, and all scrambled into

her with perfect safety. The two cases were then removed from the gunwales, when she carried 6 men, but not so steady and safe as she had done nine with the cases lashed outside. Lord Exmouth, Sir William J. Hope, Sir Charles V. Penrose, Sir Pulteney Malcolm, and numerous other naval officers, think very highly of Captain Spencer's plan; but Sir Robert Seppings, the surveyor of the navy, reports, that although "it may be used with effect in particular situations, he does not think it can be usefully employed in ships' boats."

Captain Spencer married, Aug. 31, 1812, Miss Anne Warden Liddon, of Charmouth, co. Dorset, by whom he has several children now living.

Agents.—Messrs. Stilwell.

VILLIERS FRANCIS HATTON, Esq.

Eldest son of George Hatton, Esq. formerly M. P. for Lisburne, co. Antrim, by Lady Isabella R. Seymour Conway, sixth daughter of Francis, first Marquis of Hertford.

This officer was born at Dromana, co. Waterford, in 1787; and he entered the naval service, under the patronage of his maternal uncle, Lord Hugh Seymour, in 1799. From that period, we find him serving as a midshipman on board the Sans Pareil 80, bearing his lordship's flag, in the West Indies; Carnatic 74, Captain Charles V. Penrose; St. Fiorenzo frigate, Captain Joseph Bingham; and Trident 64, flag-ship of Vice-Admiral Rainier, until 1805, when he was appointed lieutenant of the Grampus 50, on the East India station. His commission was confirmed by the Admiralty, Jan. 31, 1806.

Lieutenant Hatton, having obtained leave of absence soon after his promotion, returned home in an Indiaman, and was next appointed to the Seagull brig, of 16 guns, on the North Sea station, where he displayed great zeal for the public service, often cruising in an open boat to intercept smugglers, and being repeatedly absent from his vessel for days together. Several of those illicit traders were captured, principally through his exertions. He became first of the Seagull

a short time previous to her very noble action with the Danish 20-gun brig Lougen and six heavy gun-boats, near Christiansand, the particulars of which have been given at p. 377 *et seq.* of Suppl. Part I. The following is an extract of his gallant commander's official letter reporting the destruction of the Seagull:—

"I cannot speak in terms adequate to the deserts of every officer and man under my command on this trying occasion. I received that support from Mr. Hatton, the first lieutenant, I had every reason to expect from his general good conduct; and the officers and crew have my warmest thanks for their cool and steady behaviour: I consider it a duty I owe to them to add, that British valour was never displayed in a more striking manner than on this occasion, opposed as they were to so very superior a force."

In this desperate battle, Lieutenant Hatton lost an arm, and received two other wounds, one of which, in the knee, nearly deprived him of the use of his right leg. So highly was his meritorious behaviour appreciated by the court-martial, assembled to enquire into the circumstances attending the loss of the Seagull, that that tribunal deviated from the usual practice in such cases, by distinctly mentioning him in the sentence, of which we shall here give an extract:—

"The Court cannot but express the highest approbation of the conduct of *Lieutenant Villiers Francis Hatton*, who, although most dangerously wounded, continued to give his support and encouragement to the last; as well as of the noble and steady behaviour of *the other officers*, and the crew of the Seagull, during so sanguinary and unequal a conflict,—a circumstance which, while it reflects the highest honor on them, does no less credit to the discipline of the King's sloop; and the Court doth therefore most honorably acquit Lieutenant Hatton, the officers and crew; and they are *most honorably acquitted* accordingly."

It is scarcely necessary to add, that the subject of this memoir was immediately made a commander: his commission as such bears date June 19, 1808, the day on which he so nobly distinguished himself. The pension first granted to him for the loss of his arm, &c. was of very trifling amount, but it has since been increased to 300*l.* per annum.

Early in 1810, Captain Hatton was appointed to the Wildboar brig; but that vessel was unfortunately wrecked, near Scilly, before he had an opportunity of joining her *. We

* See Suppl. Part II. p. 296.

subsequently find him commanding the Port Mahon brig, on the Portsmouth station, from whence he proceeded to the north coast of Spain, where his boats were very actively employed in landing parties to destroy the fortifications of various places evacuated by the enemy. He obtained post rank Feb. 7, 1812.

Captain Hatton married, in May, 1817, Harriet, daughter of the late Colonel and Lady Cecilia Latouche; by whom he has two children. His only brother, Henry John Hatton, is a Commander R. N.

Agent.—Sir Francis M. Ommanney.

ARTHUR BATT BINGHAM, Esq.

This officer is lineally descended from Robert De Bingham, of Binghams Melcombe, near Blandford; whose direct ancestor formed a matrimonial alliance with the Turbevilles, of Dorsetshire, in the reign of Henry I.; and from whose fourth son the Earl of Lucan and Baron Clanmorris trace their descent. A place called Binghams, near Shaftesbury, now belonging to Captain Bingham's mother, and which will become his own at her demise, has been in the possession of the family ever since they first settled in England. Binghams Melcombe was so named in consequence of the above marriage.

Mr. *Arthur Batt Bingham* was made a lieutenant, May 1, 1804; and at the commencement of 1809, we find him serving as first of la Nereide frigate, Captain Robert Corbett, on the Cape of Good Hope station.

On the 1st May, 1809, la Nereide sailed from Simon's bay, where she had refitted after being dismasted in a hurricane, and proceeded on a cruise off the Mauritius and Bourbon, then in a state of blockade. In Aug. following, his ship's company requiring a change of diet, Captain Corbett anchored off St. Rose, on the eastern side of the latter island, and commenced an attack, within grape-shot, upon two batteries commanding that anchorage. Immediately afterwards, the

Sapphire sloop, Captain Bertie Cornelius Cator (acting) ran between him and the shore, and opened her broadside, which soon had the effect of silencing the enemy's fire: a party of men from the frigate then landed, under the command of Lieutenant Bingham, who made the French governor prisoner, spiked the guns (6 in number), burnt their carriages, and blew up a store of rockets. Lieutenant Bingham then laid a train for the purpose of destroying a bomb-proof magazine, containing 100 barrels of gunpowder; but, unfortunately, the explosion took place much sooner than he expected, and he was blown to a considerable distance, badly scorched and wounded. Having succeeded in making a descent on Bourbon, Captain Corbett lost no time in demanding the necessary supplies, and kept the French officer on board la Nereide, until his requisition was complied with: in the mean time the enemy's guns were brought off, and sunk in deep water, by Captain Cator.

In the performance of the above service, the British had several men killed and wounded: one of la Nereide's marines was slain on the quarter-deck, by a grape shot, just as Lieutenant Bingham was passing him to get into his boat. Captain Cator's conduct, and that of the subject of this memoir, was highly spoken of by Captain Corbett, in his official letter to Vice-Admiral Bertie.

La Nereide formed part of the squadron under Captain, (now Sir Josias) Rowley, at the capture of St. Paul's, Isle Bourbon, in Sept. 1809*. On that occasion, Lieutenant Bingham took possession of la Caroline French frigate, and conveyed her commander's sword to Captain Corbett. Towards the close of the same year, he received an Admiralty commission, promoting him to the command of the Caledon, an old, rotten, iron-fastened ship, in which he shortly afterwards returned to England.

Captain Bingham's next appointment was, about Nov. 1810, to the Little Belt, a Danish-built corvette, mounting eighteen 32-pounder carronades and 2 long nines, with a complement of 121 officers, men, and boys. In that vessel

* See Vol. I. Part II. p. 627.

he proceeded to the Halifax station, at a period when the conduct of the Americans plainly shewed, that they were bent on war with England. On the 19th April, 1811, being then at Bermuda, he received an order from Rear-Admiral Sawyer, of which the following is a copy:—

"You are hereby required and directed to put to sea in H. M. sloop under your command, and proceed, without loss of time, off Charlestown, where you may expect to meet Captain Pechell, in the Guerriere, to whom you will deliver the accompanying packet, and follow his orders for your further proceedings. Should you not meet the Guerriere off Charlestown, you will stand to the northward, and use your utmost endeavours to join him off the Capes of Virginia, or off New York; and in the event of not meeting the Guerriere, you will cruise as long as your provisions and water will last, and then repair to Halifax for further orders. You are to pay due regard to protecting the trade of his Majesty's subjects, and the capture or destruction of the ships of the enemy. You are to be particularly careful, not to give any just cause of offence to the government or subjects of the United States of America; and to give very particular orders to this effect to the officers you may have occasion to send on board ships under the American flag. You are not to anchor in any of the American ports, but in case of absolute necessity, and then put to sea again as soon as possible.

(Signed) "HERBERT SAWYER."

While executing this order, Captain Bingham was most wantonly attacked by Commodore Rodgers, of the U. S. navy, in a frigate mounting 32 long 24-pounders and 22 forty-two pounder carronades, with a complement of 475 men, including at least 300 British subjects. The following is Captain Bingham's official account of this unexpected rencontre:—

"*H. M. sloop Little Belt, May* 21, 1811.

"Sir,—I beg leave to acquaint you, that in pursuance of your orders to join H. M. S. Guerriere, and being on my return from the northward, not having fallen in with her, at about 11 A. M. May 16th, I saw a strange sail, to which I immediately gave chase; at 1 P. M. discovered her to be a ship of war, apparently a frigate, standing to the eastward, which, when she made us out, edged away for us, and set her royals: made the signal No. 275 *, and finding it not answered, concluded she was an American frigate, as she had a commodore's blue pendant flying at the main; hoisted our colours, and made all sail south, the course I intended, steering round

* Calling upon the stranger, if a British ship of war, to shew her number.

Cape Hatteras, the stranger edging away, but not making any more sail. At 3-30, he made sail in chase, when I hoisted the private signal, which was not answered. At 6-30, finding he gained so considerably on us as not to be able to elude him during the night, being within gun-shot, and clearly discerning the stars in his broad pendant, I imagined the more prudent method was to bring to, and again hoist the colours, that no mistake might arise, and that he might see what we were; the ship was, therefore, brought to, colours hoisted, guns double-shotted, and every preparation made in case of a surprise. By his manner of steering down, he evidently wished to lay his ship in a position for raking, which I frustrated by wearing three times. About 8-15 he came within hail. I hailed, and asked what ship it was? He repeated my question. I again hailed, and asked what ship it was? He again repeated my words, and fired a broadside, which I immediately returned. The action then became general, and continued so for three-quarters of an hour, when he ceased firing, and appeared to be on fire about the main-hatchway. He then filled. I was obliged to desist from firing, as the ship falling off, no gun would bear, and I had no after-sail to keep her to. All the rigging and sails cut to pieces, not a brace or bow-line left: he hailed, and asked what ship this was? I told him; he then asked me if I had struck my colours? my answer was, No; and I asked what ship that was? As plainly as I could understand, (he having shot some distance at this time) he answered, the United States frigate. He fired no more guns, but stood from us, giving no reason for his most extraordinary conduct. At day-light, saw a ship to windward, which, having made out well what we were, bore up and passed within hail, fully prepared for action. About 8 o'clock he hailed, and said, if I pleased he would send a boat on board? I replied in the affirmative, and a boat accordingly came, with an officer, and a message from Commodore Rodgers, of the President, United States frigate, to say, that he lamented much the unfortunate affair (as he termed it) that had happened, and that had he known our force was so inferior, he should not have fired at me *. I asked his motive for having fired at all; his reply was, that we fired the first gun at him, which was positively not the case. I cautioned both the officers and men to be particularly careful, and not suffer more than one man to be at each gun. Nor is it probable that a sloop of war, within pistol-shot of a large 44-gun frigate, should commence hostilities. He offered me every assistance I stood in need of, and submitted to me that I had better put into one of the ports of the United States, which I immediately

* Commodore Rodgers officially reports, that the "appearance" of the Little Belt "indicated she was a frigate." Had she been a deep-waisted ship, such an assertion might appear plausible; but she was a low flush-decked vessel, similar in size, number of ports, and general appearance, to the U. S. sloop Hornet: in length she scarcely exceeded the space between the President's bow and her gangway ladder.

declined. By the manner in which he apologised, it appeared to me evident, that had he fallen in with a British frigate, he would certainly have brought her to action; and what further confirms me in that opinion is, that his guns were not only loaded with round and grape shot, but with every scrap of iron that could possibly be collected.

"I have to lament the loss of 32 men killed and wounded*, among whom is the master. H. M. sloop is much damaged in her masts, sails, rigging, and hull; and, as there are many shot through between wind and water, and many still remaining in her side; upper works all shot away, starboard pump also; I have judged it proper to proceed to Halifax, which will, I hope, meet with your approbation.

"I cannot speak in too high terms of the officers and men I have the honor to command, for their steady and active conduct throughout the whole of this business, who had much to do, as a gale of wind came on the second night after the action. My first Lieutenant, Mr. John Moberly, who is in every respect a most excellent officer, afforded me very great assistance in stopping the leaks himself in the gale, securing the masts, and doing every thing in his power. It would be the greatest injustice were I not also to speak most highly of Lieutenant Thomas Levell; Mr. M'Queen, master, who was wounded in the right arm; and Mr. Wilson, master's mate. Indeed the conduct of every officer and man was so good, it is impossible for me to discriminate.

"I hope, Sir, in this affair, I shall appear to have done my duty, and conducted myself as I ought to have done against so superior a force; and that the honor of the British flag was well supported.

(Signed) "A. B. BINGHAM."

"*To Rear-Admiral Sawyer, &c. &c. &c.*"

The following references to the Naval Chronicle will enable the reader to place himself more fully in possession of all the facts and circumstances relating to the above action:—

For remarks contained in the *National Intelligencer*, usually considered the organ of the American government; and for an account of the engagement, taken from the *Norfolk Gazette*, see vol. xxv. pp. 502, *et seq.* For remarks contained in the *New York Evening Post*, see vol. xxvi. p. 33; extract of a letter from Halifax, *id.* p. 34; additional particulars copied from the *Nova Scotia Gazette*, *id.* p. 35; statement by an officer of the Little Belt, *id.* p. 36; remarks on the same, *id.* p. 37; official letter from Commodore Rodgers to the secretary of the U. S. navy, *id.* pp. 38—40: strictures on ditto, extracted from the *Boston Repertory*, *id.* p. 198;

* *Killed*,—Mr. Samuel Woodward, midshipman, 7 seamen, and 1 marine. *Wounded*,—2 seamen, mortally; 2 ditto, dangerously; Mr. James M'Queen (acting master), 5 seamen, 2 marines, and 1 boy, severely; the boatswain, carpenter, 4 seamen, 2 marines, and 2 boys, slightly.

American Court of Inquiry relative to the action, *id.* p. 423; President Maddison's message to Congress, Nov. 5, 1811, vol. xxvii. p. 28, *et seq.*; British Court of Inquiry, *id.* pp. 57—61; and affidavits of two deserters from the U. S. ship President, *id.* pp. 61—63.

"Captain Bingham's modest, but full and clear statement," corroborated as it is, in every part, by the solemn declarations of all his officers, and by the oaths of the two deserters, who were British subjects, renders any comment from us unnecessary; "we have only to admire the extraordinary bravery and firmness with which he, his officers, and ship's company, supported the honor of the British flag when opposed to such an immense superiority of force:"—these were the terms in which Rear-Admiral Sawyer expressed himself, in a letter to the Admiralty, dated at Bermuda, June 11, 1811 *.

The Little Belt was paid off soon after this extraordinary and unaccountable transaction; the Admiralty having previously refused to try her commander by a court-martial, although he had applied for a public investigation of his conduct, in consequence of Commodore Rodgers and Mr. Madison having both publicly asserted, that the first act of aggression was committed by him: the verbal thanks of the Board were subsequently conveyed to Captain Bingham by the Right Hon. Charles Yorke, who then presided over our naval administration; and a commission promoting him to post rank, was signed by their lordships on the 7th Feb. following.

In 1812, Captain Bingham, by desire of H. R. H. the Duke of Clarence, assisted at the installation of the Order of the Bath, as an esquire to the proxy of Sir Richard G. Keats. His subsequent appointments were, Nov. 18, 1813, to the Myrtle of 20 guns; Sept. 25, 1819, to the Dover, flag-ship of Rear-Admiral (now Sir Robert Waller) Otway, at Leith; and Nov. 9, 1826, to the Thetis, 46, in which frigate he is at present employed, under the same officer, on the South American station.

Agents.—Messrs. Stilwell.

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* See *Nav. Chron.* vol. xxvi. p. 82.

THOMAS NEW, Esq.

This officer was descended from an ancient family in Wiltshire. He entered the navy in 1783, as a midshipman, on board the Hebe frigate, Captain Edward Thornbrough; and at the commencement of the French revolutionary war, we find him placed by Rear-Admiral Macbride, under whom he had served many years, in the command of an armed cutter, employed on the coast of Flanders. During the memorable siege of Nieuport, he commanded a company of seamen belonging to the naval battalion garrisoned in that place, under Captain Josias Rogers; and he subsequently received the thanks of H. R. H. the Duke of York, for his active co-operation with the army throughout the whole of that campaign.

Mr. New was next appointed acting lieutenant of the Fury sloop, Captain Frank Sotheron; and his commission was confirmed by the Admiralty, June 8, 1794. He afterwards served in the Echo sloop, and Lion 64, on the North Sea and Channel stations. In 1796, he received the thanks of Sir Ralph Abercromby and Sir Hugh C. Christian, for rescuing two companies of the 14th regiment of foot from a sinking transport, during one of the tremendous storms which prevented those officers from clearing the British channel *.

In 1797, Lieutenant New joined the Sans Pareil 80, bearing the flag of Lord Hugh Seymour; from which ship he was appointed acting captain of the Abergavenny 54, at Jamaica, in 1801. He subsequently commanded the Lark and Bonetta, sloops, on the same station.

The Bonetta was wrecked near Cuba, and burnt to prevent her falling into the hands of the enemy, Oct. 25, 1801. In Jan. following, Captain New was tried by a court-martial, at Port Royal, for the loss of the said sloop; when it appeared that no blame whatever was to be attached to him, as the courses steered were judicious, and gave sufficient room to avoid the shoal, as laid down in the charts; that he did his

* See Vol. I. Part I.

utmost to save the vessel and her stores, before she bilged and overset; and that he remained, with his officers and crew, in great distress, on a small desolate island, until taken off by the Spaniards: the court did therefore fully acquit Captain New, and the whole of his officers and ship's company, with the exception of Lieutenant Goakman, who had charge of the deck at the time of the accident, and who was found guilty of sleeping on his watch and disobeying Captain New's orders; in consequence of which he was sentenced to be dismissed his Majesty's service, rendered incapable of ever serving again as an officer, mulcted of all his pay, and imprisoned two years in the Marshalsea.

At the renewal of hostilities, in 1803, Captain New was appointed regulating officer at Swansea, where he continued until his promotion to post rank, Feb. 27, 1812.

Captain New married, Nov. 19, 1803, the eldest daughter of Thomas Thomas, of Cardiff, Esq. by whom he left a large family. He died in Dec. 1824.

HENRY BARWELL, Esq.

Was made Lieutenant in 1780, Commander in 1802, and Post-Captain, Feb. 27, 1812. His wife died, at Dorchester, in 1815.

JAMES STEVENSON, Esq.

Nephew to the late Henry Duncan, Esq. a commissioner of H. M. navy.

This officer was made a Lieutenant about June, 1798, and promoted to the rank of Commander, Jan. 22, 1806. He subsequently commanded the Gannet brig, of 16 guns; and was very actively employed on the Lisbon, Baltic, Mediterranean, and Channel stations. His post commission bears date Feb. 27, 1812.

Agents.—Messrs. Maude.

HON. EDMUND SEXTEN PERY KNOX.

SECOND son of Thomas, second Viscount Northland, by Diana Jane, eldest daughter and co-heiress of Edmund Viscount Pery, Speaker of the Irish House of Commons in three successive parliaments.

This officer received his first commission, Sept. 1, 1806; obtained the rank of Commander, June 2, 1809; and was made a Post-Captain, Feb. 28, 1812. He married, July 3, 1813, the sister of James Hope, of Cragie Hall, West Lothian, Esq.

Agents.—Messrs. Cooke, Halford, & Son.

HON. GEORGE DOUGLAS.

YOUNGEST surviving son of the late Archibald Lord Douglas, of Douglas, in Lanarkshire, Lord Lieutenant and Hereditary Sheriff of the county of Forfar; by Lady Frances Scott, daughter of Francis Earl of Dalkeith, and sister to Henry, third Duke of Buccleugh, K. G. &c. &c *.

This officer was born, Aug. 2, 1788; and he entered the navy, as a midshipman on board the Excellent 74, Captain the Hon. Robert Stopford, Dec. 17, 1801. While in that ship, he witnessed the suppression of an alarming mutiny among the black troops garrisoned at Fort Shirley, in the island of Dominica, mention of which has been made at p. 750 *et seq.* of Vol. I. Part II.

On his return from the West Indies, Mr. Douglas joined the Castor frigate, and subsequently the Spencer 74, in which latter ship he completed his time under Captain Stopford. The Spencer accompanied Lord Nelson to the Coast of Egypt in quest of the Toulon fleet under Mons. Villeneuve, and formed part of the squadron with which that great commander pursued the combined forces of France and Spain to

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* Lord Douglas died at Bothwell Castle, co. Lanark, Dec. 26, 1827, in his 80th year.

the Leeward Islands, in 1805. Unfortunately for those belonging to her, she was sent to compleat her water and provisions, at Tetuan and Gibraltar, a short time previous to the battle of Trafalgar, and thereby prevented from sharing in that most glorious combat*. We have already stated that she bore a conspicuous share in Sir John T. Duckworth's action, off St. Domingo, Feb. 6, 1806, on which occasion her loss amounted to 18 killed and 50 wounded†.

Mr. Douglas was advanced to the rank of lieutenant, and appointed to the Horatio, a new 38-gun frigate, Aug. 8, 1807. In her, he visited Quebec, and afterwards served on the Halifax and West India stations.

On the 10th Feb. 1809, the Horatio fought a very gallant action with la Junon French frigate, the capture of which is noticed at p. 147 of Vol. II. Part I. For his conduct on that occasion, Lieutenant Douglas, who, to use the words of Lord Mulgrave, then at the head of the Admiralty, "so nobly supplied the place of his disabled captain" was promoted as soon as he had completed the time prescribed by his Majesty's Order in Council. His commission as a Commander consequently bears date, Aug. 8, 1809.

On the 18th July, 1810, Captain Douglas was appointed to the Brune troop-ship, and he continued to command her until his promotion to post rank, Feb. 28, 1812. His next appointment was, April 28, 1814, to the Levant, mounting eighteen 32-pounder carronades and 2 long nines, with an established complement of 135 officers, men, and boys. The heroic defence made by that ship and her consort, the Cyane, of twenty-two 32-pounder carronades, eight 18-pounder ditto, 2 long sixes, and 185 officers, men, and boys, (10 of the latter supernumeraries), against the Constitution, an American *forty-four*, mounting 32 long 24-pounders and twenty-two 32-pounder carronades, with 472 persons on board, only *three* of whom were *boys*, is deserving of particular notice.

On the 20th Feb. 1815, at 1 P. M., the island of Madeira bearing W. S. W., distant 60 leagues, the Constitution,

* See Vol. II. part I. p. 279, *et seq.*

† See Vol. I. part I. p. 356; and Vol. II. part I. p. 280 *et seq.*

steering to the S. W. with a light breeze from the eastward, discovered, about 2 points on her larboard bow, and immediately hauled up for, the Cyane, Captain Gordon Thomas Falcon, standing close hauled on the starboard tack, and about 10 miles to windward of her consort. At 1-45, the Constitution got sight of the Levant, then right ahead of her. At 4-0, having stood on to ascertain the character of the stranger, the Cyane made the private signal; and, finding it not answered, bore up for the Levant, with the signal flying for an enemy. The Constitution immediately made all sail in chase, and, at 5-0, commenced firing her larboard bow guns, but ceased soon afterwards, finding her shot fall short. At 5-30, the Cyane having arrived within hail of the Levant, Captain Douglas expressed to Captain Falcon his resolution to engage the enemy's ship (known from previous information to be the Constitution), notwithstanding her superior force, in the hope, by disabling her, to save two valuable convoys, that had sailed from Gibraltar, a few days previous, in company with the Levant and Cyane.

At 5-45, the British ships made all sail upon a wind, and tried for the weather-gage. At 5-55, finding they could not accomplish their object, they both bore up, in order to delay the commencement of the action until night. The superior sailing of the Constitution defeating that plan also, they then hauled to the wind on the starboard tack, at the distance of less than 200 yards ahead and astern of each other. At 6-5, the Constitution, then about three quarters of a mile to windward, opened her larboard broadside upon the Cyane. Captain Falcon promptly returned the fire; but his shot fell short, while the enemy's long 24-pounders were producing their full effect. At 6-20, the Constitution ranged ahead, and became engaged in the same manner with the Levant. Captain Falcon now luffed up for the larboard quarter of the frigate; whereupon the latter, backing astern, was enabled to pour into the Cyane her whole broadside.

Meanwhile Captain Douglas bore up, intending to wear round and assist his brother officer. Seeing this, the American filled, shot ahead, and gave the Levant two raking broadsides. Captain Falcon, although without a brace or bowline,

except the larboard fore-brace, immediately got on the other tack, and placed his ship between the Levant and Constitution. At 6-50, after sustaining another raking fire, and when about to receive the enemy's starboard broadside, within hail, having had most of her standing and running rigging cut to pieces, her main and mizen-masts being in a tottering state, some other principal spars wounded, and five carronades disabled, 9 or 10 shot having lodged between wind and water, and several others in the upper part of the hull, the Cyane fired a lee gun, and hoisted a light as a signal of submission.

It was not until 8 P. M. that the Constitution was ready to bear up after the Levant, then considerably to leeward, repairing her heavy damages. At 8-15, which was as soon as he had rove new braces, Captain Douglas again hauled his wind, as well to ascertain the fate of the Cyane, as to renew the desperate contest. On approaching the Constitution and her prize, the Levant, with admirable boldness, ranged close alongside the former to leeward, being unable to weather her; and at 8-30 those very unequal combatants, while passing on opposite tacks, exchanged broadsides. The *forty-four* then wore under the Levant's stern, and raked her with a second broadside. At 9-30, finding that the Cyane had undoubtedly surrendered, Captain Douglas once more put before the wind; but, in the act of doing so, his little ship received several more raking broadsides, had her wheel shot away, and her lower masts badly wounded. To fire her stern-chase guns, and steer at the same time, was impossible, owing to a sad mistake in her construction. At 10-30 P. M. therefore, seeing the enemy ranging up on her larboard quarter, Captain Douglas reluctantly struck her colours.

Out of 115 officers and men, and *sixteen boys*, on board at the commencement of this long action, the Levant had 6 killed and 16 wounded: the Cyane, which ship had only 145 officers and men, and no less than *twenty-six boys*, sustained a loss of 6 slain and 13 wounded. That of the Constitution, as acknowledged by her commander, Captain Charles Stewart, was 4 killed and 11 (including 2 mortally) wounded. The Levant's marines, it should be remarked, were young raw re-

cruits, and although considered as *men*, would all have been rated *boys* in the American service.

The Levant was soon afterwards retaken at Porto Praya*; from whence the Constitution proceeded with her prisoners to Maranham, on the coast of Brazil. The Cyane having also escaped from Sir George Collier, arrived at New York without any further interruption. It need scarcely be added, that Captains Douglas and Falcon were *most honorably acquitted*, by a court-martial, held at Halifax, Nova Scotia, to try them for the surrender of their respective ships, and justly applauded for the gallant defence they made against an enemy so decidedly superior.

Since the peace, Captain Douglas has remained upon half-pay.

Agents.—Messrs. Atkins and Son.

RIGHT HON. EARL OF LEVEN AND MELVILLE,

Viscount Balgonie, &c. &c. &c.

Eldest son of the late Earl, by Jane, daughter of John Thornton, of London, Esq.

This officer was born Dec. 8, 1786; and made a Lieutenant Aug. 8, 1806. The following mention is made of him by Lord Collingwood, in a letter to the Admiralty, reporting the capture and destruction of a French convoy in the bay of Rosas, Nov. 1, 1809:—

"Many officers in the fleet were desirous of being volunteers in this service. I could not resist the earnest request of Lieutenants Lord Viscount Balgonie, &c. &c. to have the command of boats, in which they displayed that spirit which is inherent in them."

We next find Viscount Balgonie commanding the Delight brig, on the Mediterranean station. He obtained post rank, Feb. 28, 1812; and succeeded to the Scotch earldom, on the demise of his father, Feb. 22, 1820.

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* See Vol. II. Part II. p. 539; and Suppl. Part I. small type at p. 42, *et seq.*

COLIN CAMPBELL, (A) Esq.

Post commission dated Feb. 28, 1812.
Agents.—Messrs. Stilwell.

CHARLES THURLOW SMITH, Esq.

Nephew to Admiral Sir W. Sidney Smith, K. C. B. who thus speaks of him in a letter addressed to his father, after the destruction of a Turkish squadron, at the entrance of the Dardanelles, Feb. 19, 1807:—

"Your son Thurlow proved himself to be of a good breed, by steady, clear-headed conduct, in the situation I entrusted to him, of signal-lieutenant, with me on the poop, where we could see around us, and know the worst."

Captain Smith's commission as a commander bears date, Oct. 3, 1809; and his promotion to post rank took place Feb. 28, 1812: he subsequently commanded the Hibernia a first rate, bearing the flag of his heroic uncle, on the Mediterranean station: and during the war with Murat, in 1815, we find him in the Undaunted frigate, taking possession of the Tremiti islands. His name was struck off the list of British naval officers, in consequence of his accepting a command in the Mexican navy, after the promulgation of H. M. Order in Council, forbidding the subjects of this realm from taking any part in the war between Spain and her revolted colonies. He died at Tampico, in Nov. 1826.

CHARLES SOTHEBY, Esq.

This officer received his first commission in 1802; obtained the rank of Commander, Jan. 8, 1810; and was made post, Feb. 28, 1812. His last appointment was, May 18, 1824, to the Seringapatam frigate, fitting for the Mediterranean.

In May, 1825, Captain Sotheby, accompanied by the Alacrity brig, demanded satisfaction from the Bey of Rhodes, for an outrage committed against the British consul, by some Egyptian troops, who broke into his house, and robbed him

of 11,000 piastres. The Bey admitted the fact, but refused to make restitution, or even to avow it in writing. Captain Sotheby, therefore, thought proper to embark the Consul and his family, telling the Bey, that if he did not comply within a given time, he would fire on the town. The time having elapsed, and the required document being still withheld, a shot was fired into the Bey's own house, and a flag of truce sent to try its effect. The Turk had not anticipated so prompt an execution of the threat, and the acknowledgment was no longer refused. The Consul's flag was consequently again displayed, and Captain Sotheby left the Alacrity there to take care that his Majesty's representative received no ill treatment on account of this spirited proceeding.

In Sept. 1826, the boats of the Seringapatam, under Lieutenant William Burnett, and a party of marines commanded by Lieutenant Parker, of that corps, captured and destroyed three piratical vessels, at Andros, without sustaining any loss.

Captain Sotheby married, in 1819, the Hon. Jane Hamilton, third daughter of the late Lord Belhaven and Stenton, which lady died Sept. 18, 1820.

JOSEPH SYMES, Esq.

Nephew to Admiral Sir William Domett, G. C. B.

This officer obtained his first commission Mar. 13, 1808; and served as senior Lieutenant of the Bonne Citoyenne sloop, at the capture of la Furieuse French frigate, armed *en flute*, July 6, 1809: being strongly recommended to the Admiralty for his gallant conduct on that occasion, he was advanced to the rank of Commander immediately he became eligible for promotion, Mar. 13, 1810 *.

On the 18th Dec. 1811, Captain Symes, then in the Thracian brig, destroyed a French lugger privateer, of the largest

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* See Suppl. Part II. note at p. 26.

class, near Cherbourgh. His post commission bears date Mar. 21, 1812.

Captain Symes married, May 13, 1815, Miss Sarah Phelps, of Crewkerne, co. Somerset.

HON. WILLIAM HENRY PERCY.

This officer, the sixth son of the Earl of Beverley, was born Mar. 24, 1788; and he appears to have entered the navy, as a midshipman on board the Lion 64, Captain Henry Mitford, in May, 1801. After making a voyage to and from Canton, he was removed to the Medusa 32, in which active frigate he served under Captain (now Sir John) Gore, from Nov. 1802 until her return from Bengal, early in 1806 *. He then joined the Fame 74, Captain R. H. A. Bennett; and subsequently the Tribune 36, Captain Thomas Baker. His first commission bears date July 6, 1807.

From the latter date, Lieutenant Percy successively served in la Decade frigate, and the Hibernia a first rate, Captains John Stuart and Robert Jenner Neve, on the Channel, Irish, and Mediterranean stations, till his promotion to the rank of Commander, May 2, 1810.

We next find the subject of this memoir commanding the Mermaid 28, armed *en flute*, and employed in conveying troops to Portugal and Spain. He was made a Post-Captain Mar. 21, 1812; and appointed to the Hermes of 20 guns, April 4, 1814. The circumstances which led to the destruction of that ship, on the coast of West Florida, are thus detailed by him in two official letters addressed to Sir Alexander Cochrane, commander-in-chief on the North American station:—

"*H. M. S Hermes, Pensacola Bay, Sept.* 9, 1814.

"Sir,—I have the honor to detail my proceedings since I last addressed you from the Havannah; which place I left in company with H. M. sloop Carron, on the 5th day of August.

"We arrived at the entrance of the Apalachicola river, on the 13th of the same month; where having landed the detachment of marines under

* See Suppl. Part II. pp. 478—481.

the command of brevet Lieutenant-Colonel Nicolls on Vincent island, I proceeded with him to Prospect Bluff, whence I learnt that brevet Captain Woodbine had proceeded to Pensacola in H. M. sloop Sophie, for the purpose of communicating with and assisting a party of friendly Indians, driven by the Americans into the Spanish territory near that place. On my return from the Bluff, I found a vessel had arrived from Pensacola, hired by Captain Woodbine to bring the arms, ammunition, and every thing from the depôt at the Bluff to Pensacola, having leave to that effect from the governor.

"Lieutenant-Colonel Nicolls then proposed immediately re-embarking the detachment for the purpose of proceeding to that place: I expressed a doubt that the governor would allow them to land, but the Lieutenant-Colonel's orders directing him to assist the Spanish nation, should they require it, which it appeared they were about to do, as they were threatened with an attack from the Americans; I assented to re-embark the marines and proceed to that place; acquainting him at the same time with my firm determination, in the event of not receiving a *request* from the Governor to land them, immediately to return to the anchorage off the Apalachicola, as I had promised the Captain-General, at the Havannah, not to land on Spanish territory without being requested to do so.

"On the 21st August I left Apalachicola, and arrived at this anchorage on the 23d; having fallen in with, off the bar, and brought with me H. M. sloop Sophie. I fortunately found that a letter from the governor had been sent to me, requiring the naval force might be brought down, as he was threatened with an attack by the Americans: on the next morning I waited on the governor, when he requested me to disembark the detachment, ammunition, &c. which I immediately complied with. The fort San Miguel, the only one near the town, was put into the hands of Lieutenant-Colonel Nicolls; and the British colours were hoisted in conjunction with the Spanish, which he informed me was done with the governor's approbation.

"You will have received from Lieutenant-Colonel Nicolls, the details of the previous proceedings of Captain Woodbine, and every other information relative to the Indians. On the 29th August, I directed Captain Lockyer of H. M. sloop Sophie, to proceed to Barataria, (taking with him an officer belonging to the detachment, the bearer of letters from Lieutenant Colonel Nicolls) to communicate with that people, and in the event of his finding them disposed to co-operate with H. M. forces against the enemy, to hold out to them that they should be considered as British subjects, and have lands assigned them in H. M. colonies, and to deliver to them a letter containing proposals to that effect, on the condition of their armed vessels being put into my hands until the pleasure of the commander-in-chief should be known *. Since we arrived here we have been completing the squadron in water and provisions.

* Lafitte, the commandant of the Baratarian freebooters, received with

"The Childers joined me on the 6th instant from New Providence, with a further supply of arms, ammunition, &c. for the Indians, as also a small supply of flour for the squadron.

"It being necessary for us to have possession of the town of Mobile to hold communication with the very numerous tribe of the Choctaws, (who are supposed to be friendly towards us), I have determined, if found practicable, to attack with the squadron, Fort Bowyer, on Mobile Point, it appearing from every respectable source that it is a low wood battery of little strength, mounting at the utmost fourteen guns of small calibre, *en barbette*; though others state the number only at six; the men are exposed as low as the knee, and there is depth of water sufficient for the squadron to anchor within pistol-shot of their guns *. I have also heard that General Jackson has ordered it to be re-fortified, after having lately dismounted the guns and sent them up to the fort near the town of Mobile.

"I communicated my intention to Lieutenant-Colonel Nicolls, requesting a hundred Indians might be sent with me to divert the fort on the land side: the colonel refused to permit any to go without himself, but volunteered to proceed with a party of about 60 marines and 130 Indians; I shall sail to-morrow or next day, after embarking them, and take with me the Carron and Childers, having procured the best pilots at this place for the bar of Mobile.

"I have detained H. M. S. Carron for this service, as I have not yet had any intelligence of importance relative to the Indian nations to transmit to you."

"*H. M. Sloop Sophie, Pensacola Bay, Sept.* 17, 1814.

"Sir,—You will have received a copy of my letter of the 9th instant, acquainting you with my intention to attack fort Bowyer, on Mobile Point. It is with the greatest regret that I have to inform you of our miscarriage in that affair, and of my having been necessitated to destroy H. M. ship Hermes. The following is a detailed account of my proceedings.

"Having embarked Lieutenant-Colonel Nicolls and his detachment of marines and Indians, as stated in my former letter, on the 11th instant, I left this port in company with the Carron and Childers, and off the entrance of it, fell in with H. M. sloop Sophie, returning from Barataria, when I received the enclosed letter from Captain Lockyer, acquainting me with the ill success of his mission.

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seeming acquiescence, all the British officers' communications, and then forwarded them to the Governor of Louisiana, to whom he offered the services of himself and his hardy band, in defending the important point of the state of which they had taken possession. *James's Military Occurrences*, vol. ii. p. 341.

* The capture or destruction of it will enable us effectually to put a stop to the trade of Louisiana, and to starve Mobile.

"On the morning of the 12th, I landed Lieutenant-Colonel Nicolls, with his party and a howitzer, about 9 miles to the eastward of fort Bowyer, and proceeded with H. M. ships off the bar, which we were prevented from passing, by contrary winds, until the afternoon of the 15th, during which time the enemy had an opportunity of strengthening themselves, which we perceived them doing, having reconnoitred in the boats within half a mile of the battery: I had previously communicated to the captains of the squadron the plan of attack, and at 2-30 P. M. on the above mentioned day, having a light breeze from the westward, I made the signal for the squadron to weigh, and at 3-10 passed the bar in the following line of battle—Hermes, Sophie, Carron, Childers.

"At 4-16, the fort commenced firing, which was not returned until 4-30, when being within pistol-shot of it, I opened my broadside, and anchored by the head and stern. At 4-40, the Sophie having gained her station did the same; at this time the wind having died away and a strong ebb-tide made, notwithstanding their utmost exertions, Captains Spencer and Umfreville finding their ships losing ground, and that they could not possibly be brought into their appointed stations were induced to anchor, but too far off to be of much assistance to the Hermes or Sophie, against whom the great body of the enemy's fire was directed *. At 5-30, the bow-spring being shot away, the Hermes swung with her head to the fort and grounded, where she lay exposed to a severe raking fire, unable to return it, except with one carronade and the small arms in the tops. At 5-40, finding the ship floated forward, I ordered the small bower cable to be cut and the spanker to be set, there being a light wind to assist, with the intention of bringing the larboard broadside to bear, and having succeeded in that I let go the best bower to steady the ship, and recommenced the action.

"At 6-10, finding that we made no visible impression on the fort, having lost a considerable number of men, and being able only occasionally to fire a few guns on the larboard side, in consequence of the little effect the light wind had on the ship, I cut the cables and springs, and attempted to drop clear of the fort with the strong tide then running; every sail having been rendered unmanageable, and all the rigging being shot away; in doing which, unfortunately, H. M. ship again grounded with her stern to the fort.

"There being now no possibility of returning an effective fire from the Hermes, I made the signal No. 203, it having been already arranged that the storming parties destined to have acted in conjunction with Lieutenant-Colonel Nicolls, were to assemble on board the Sophie, to put themselves under the orders of Captain Lockyer. While they were as-

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* "Nor was the fire of the Sophie of much use, as, owing to the rottenness of her timbers, and her defective equipment, her carronades drew the bolts, or turned over, at every fire." See *James's Naval Hist.* 2d edit. vol. vi, p. 519.

sembling, Captains Lockyer and Spencer came on board the Hermes, and on my desiring their opinion as to the probable result of an attempt to escalade the fort, they both agreed that it was impracticable under existing circumstances, at the same time offering their services to lead the party if it should be sent. In this opinion I coincided with them.

"The ship being entirely disabled, and there being no possibility of removing her from the position in which she lay, I thought it unjustifiable to expose the remaining men to the showers of grape and langrege incessantly poured in, and Captains Lockyer and Spencer, who saw the state of the ship, giving it as their decided opinion, that she could not by any means be got off, I determined to destroy her. Captain Lockyer was now ordered to return to the Sophie, to send the boats remaining in the squadron to remove the wounded and other men, and to weigh; at the same time the signal was made for the other ships to prepare to do so. The crew being removed, and seeing the rest of the squadron under weigh, at 7-20, assisted by Mr. Alfred Matthews, second Lieutenant (Mr. Peter Maingy, first Lieutenant having been ordered away to take charge of the people), I performed the painful duty of setting fire to H. M. ship.

"I then went on board the Sophie, and finding it impossible to cross the bar in the night, anchored the squadron about 1½ miles from the fort: at 10 P. M. I had the melancholy satisfaction of seeing the Hermes blow up in the same spot in which I left her.

"During the night, the ships partly repaired the damages in their rigging; and at day-light I took them out over the bar, having previously communicated with the commanding officer of the detachment, and desired that he would fall back upon Bon Secour.

"Although this attack has thus unfortunately failed, I should be guilty of the greatest injustice did I not inform you, Sir, of the high sense I entertain of the intrepidity and coolness displayed throughout the action by the officers, petty officers, and crew of H. M. late ship Hermes: from Mr. Peter Maingy, the first Lieutenant, I received the greatest assistance; and I beg to mention the activity and good conduct of Mr. Alfred Matthews, second Lieutenant; in Mr. Pyne, Master, who fell early in the action, the service has sustained a severe loss. Lieutenant-Colonel Nicolls, having been seriously ill on shore, had been removed to the Hermes, and was on board during the action; it is almost unnecessary for me to mention of him that he was actively assisting on deck, to which post he returned after a severe wound which he received in the head had been dressed.

"It is also my most pleasing duty to inform you, Sir, that I received every possible assistance both before and during the action from Captains Nicholas Lockyer, of the Sophie; the Hon. Robert Cavendish Spencer, of the Carron; and Captain John Braud Umfreville, of the Childers. To Captains Lockyer and Spencer I am particularly indebted for their assistance when on board the Hermes during the action, and at so anxious a moment of it. It is with great pleasure I have to add, that the captains of the squadron have expressed their highest approbation of the steady and cool

conduct of their respective officers and ships' companies, who, together with their commanders, had all volunteered for the storming party.

"I also beg to call your attention, Sir, to the able conduct and professional abilities of Mr. James Wilson, surgeon of the late Hermes, and of the other surgeons of the squadron, who, under every local disadvantage, increased by the total want of medical assistants, have succeeded beyond expectation with the wounded, of whom, and of the killed, I regret having such large returns to make to you. I have the honour to be, &c.

(Signed) "W. H. PERCY."

In this very gallant, but unfortunate attack, the Hermes had 17, including Messrs. Richard C. Pyne (master), B. Hewlett (master's-mate), and G. Thompson (boatswain), slain; 5 mortally, 2 dangerously, 15, including Lieutenant-Colonel Edward Nicolls, severely, and 3 slightly wounded: the Sophie 6 killed and 16 wounded. Fort Bowyer, when taken by the British, in Feb. 1815, up to which date no additional guns appear to have been sent to it, mounted three long 32-pounders, 8 twenty-fours, 6 twelves, 5 nines, one brass 4-pounder, 1 mortar, and 1 howitzer; its garrison consisted of 375 officers and men. We should here observe, that the chiefs of the Creek nations, in a letter to Sir Alexander Cochrane, dated May 28, 1814, had earnestly requested that officer to land a small body of troops; declaring, that if he would attack and take Mobile, all the Choctaw Indians, and the rest of the tribes in the American service, would "join with hearts and souls the British cause." Notwithstanding this fact, Mr. James, in his account of the military occurrences between Great Britain and America, has thought proper to call the attack upon fort Bowyer an "unadvised" and "indiscreet" proceeding.

Captain Percy's trial by court-martial, for the loss of his ship, took place on board the Cydnus frigate, off Cat island, Gulf of Mexico, Jan. 18, 1815. Among the witnesses examined were Captains Nicholas Lockyer and the Hon. R. C. Spencer, both of whom deposed that they considered the attack justifiable under the circumstances mentioned in the foregoing letter: Captain Spencer also declared that he would "most certainly have done the same" as Captain Percy, had he commanded the squadron. The court having deliberately

weighed and considered the whole of the evidence, pronounced:—

"That the attack upon fort Bowyer, on Mobile Point, was perfectly justified by the circumstances stated; that the conduct of the Hon. Captain Percy, in placing his ship, was seaman-like and judicious; that she was defended by him, his officers, and crew, with the greatest gallantry; that they used their utmost exertions to save her after she got aground; that her loss is to be attributed to the enemy's shot having cut the springs on her cables, which exposed her to a raking fire from the fort, that rendered it impossible to persevere longer in the attack with a probability of success; and that she was not set fire to until all hopes of saving her were gone, and then in order to prevent her falling into the hands of the enemy."

The court did, therefore, *honorably acquit* Captain Percy, his officers, and ship's company, of all blame on that occasion.

On the 9th March following, Captain Percy arrived at the Admiralty, with despatches from Sir Alexander Cochrane, reporting the defeat of the British army before New Orleans. At the general election in 1818, he was chosen M. P. for Stamford, co. Lincoln; which borough he continued to represent until 1826. His brother, the Hon. Josceline Percy, obtained post rank in 1806, and now commands the yacht in attendance upon their noble relative, the Duke of Northumberland, K. G. Lord Lieutenant of Ireland.

BOOTY HARVEY, Esq.

A Companion of the Most Honourable Military Order of the Bath.

This officer is a son of the late Mr. Thomas Harvey, a respectable farmer of Wordwell, Suffolk, by Miss Pawsey, of Hawstead, in the same county. He was born at Wordwell, May 4, 1764; and entered the navy, under the auspices of his father's landlord, Vice-Admiral the Earl of Bristol, as a midshipman on board the Arethusa frigate, commanded by Captain Digby Dent, with whom he sailed for St. Helena, in 1775. We subsequently find him joining the Montreal 32, Captain Stair Douglas, which frigate, after visiting Quebec, was captured by two French line-of-battle ships, on the Mediterranean station, in 1779.

After the demise of the Earl of Bristol, Mr. Harvey was

patronised by his nephew, Lord Hervey, under whom he served in various ships until the conclusion of the American war*. During the ensuing peace, he was successively received on board the Zebra and Falcon sloops, Captains Edward Pakenham and V. C. Berkeley, stationed in the West Indies; Unicorn 20, Captain Charles Stirling, for a passage home, after suffering shipwreck in the Cyrus transport; Leviathan 74, Captain Lord Mulgrave, fitting in expectation of a war with Spain, in 1790; and Assurance 44, Captain John Shortland, employed in conveying stores to Halifax.

The latter ship being paid off in 1792, and his noble patron then abroad, Mr. Harvey next entered on board a West Indiaman, from which he was impressed by the Vanguard 74, Captain John Stanhope, at the commencement of hostilities against France, in 1793. Having then passed his examination about three years, he was immediately rated master's mate of that ship; and shortly afterwards recommended to the notice of Sir John Jervis, from whom he received his first commission, at the Leeward Islands, in 1794.

On this occasion, Mr. Harvey, who had been removed from the Vanguard to the Boyne, on promotion, was appointed to the Ceres 32; but that frigate having sailed for England, he received an order to join the Vengeance 74, *pro tempore*; from which ship he was landed with a party of seamen to co-operate with the British army in Guadaloupe, after the recapture of that island by the French forces under Victor Hugues †.

Previous to his return home (in the Boyne), Lieutenant

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* The above mentioned Earl of Bristol succeeded to that title on the death of his brother, Mar. 20, 1775. He commanded a small squadron before Brest, in 1758; and greatly distinguished himself, as captain of the Dragon 74, at the reduction of Belleisle, Martinique, St. Lucia, Grenada, St. Vincent, and the Havannah, in 1761 and 1762. In 1767, he brought a bill into the House of Commons, for the augmentation of the pay of naval Lieutenants, which was accordingly increased one shilling *per diem*. He was appointed a colonel of marines in 1762, a lord of the admiralty in 1771, and a flag officer in 1775. His nephew, Lord Hervey, commanded the Raisonable 64, at the relief of Gibraltar, in 1782.

† See Vol. I. Part II. note at p. 841; and Vol. II. Part I. pp. 110—113.

Harvey suffered a most severe attack of yellow fever at Antigua, from the effects of which he did not recover for a very considerable period. His next appointment was to the Salisbury 50, Captain William Mitchell, and in that ship, after running along the coast of Guinea, he once more proceeded to the West Indies, where he again had the misfortune to be wrecked, May 13, 1796: this disaster occurred at the Isle of Vache, from whence he started in one of her boats, with the intelligence thereof, for Jamaica. On his way thither he was intercepted and disarmed by an enemy's privateer, but allowed to proceed without any further molestation.

From Port Royal, Lieutenant Harvey was despatched by Captain Roddam Home, of the Africa 64, in a schooner, to join the commander-in-chief at Cape Nicola Mole, St. Domingo, where he received an appointment to the Canada, a third rate, in which he served under Captains George Bowen, Thomas Twysden, Sir John B. Warren, and the Hon. Michael De Courcy, until about Nov. 1800; when he followed the last named officer but one into the Renown 74.

The Canada bore Sir John B. Warren's broad pendant in the action with Mons. Bompard, off the N. W. coast of Ireland, Oct. 12, 1798; and formed part of the expedition to Quiberon, in the summer of 1800 *. The manner in which the Renown was employed, from the time Lieutenant Harvey joined her till towards the latter end of 1804, will be seen by reference to Vol. II. Part I. pp. 231—233: she returned to England, from the Mediterranean, under the command of Sir Richard J. Strachan, in the spring of 1805.

We next find the subject of this memoir serving in the Bellona 74, from which ship he was appointed first Lieutenant of the Foudroyant 80, bearing the flag of Sir John B. Warren, a short time previous to the capture of the Marengo and Belle Poule, by the squadron under that officer's orders †. Having conducted the former prize safely into port, he was promoted to the rank of Commander, by commission dated May 20, 1806.

* See Vol. I. Part I. pp. 171 and 219, *et seq.*

† See Vol. I. Part II. p. 435 *et seq.*

On the evening of Dec. 10, 1810, Captain Harvey, then commanding the Rosario a 10-gun brig, on the Dungeness station, fell in with two French lugger privateers, one of which came up close to leeward, hailed him in very opprobrious language, and threatened to sink him if he did not surrender. Suspecting that it was their intention to board, and knowing their superiority of sailing, he immediately put his helm up, ran right alongside the nearest, and soon obtained possession of her; but in doing so, carried away his jib-boom, which prevented him from capturing the other. The prize proved to be le Mamelouck, of 16 guns and 45 men; 7 of whom were wounded: 2 of the Rosario's crew were severely, and 3 others slightly wounded.

A very spirited attack, made by Captain Harvey, on a division of the Boulogne flotilla, which ended in the capture of three brigs and driving two ashore, is thus described by him, in an official letter to Rear-Admiral Thomas Foley, dated Mar. 27, 1812:—

"At 8-30 A. M., Dieppe bearing S. W. 4 or 5 miles, we observed an enemy's flotilla, consisting of twelve brigs and one lugger, standing along shore, and immediately made sail to cut off the leewardmost. The enemy, by signal from their commodore, formed into a line, and severally engaged us as we passed; but upon luffing up to cut off the sternmost, the whole bore up to support her, and endeavoured to close with us. Finding them thus determined to support each other, and the small force of the Rosario not admitting my running the risk of being laid on board by several at once, I bore up to a brig we observed in the offing, which proved to be the Griffon, and made the signal for an enemy. The moment she had answered, we hauled to the wind; and at 40 minutes P. M. began to harass the enemy's rear, who were then endeavouring to get into Dieppe under all sail: tacked and wore occasionally to close, receiving and returning the fire of the whole line each time. At 1-30, being far enough to windward, ran into the midst of the enemy, and by cutting away the running rigging of the two nearest, drove them on board each other: backed the main-top-sail, and engaged them within musket-shot till they were clear, then stood on and engaged another, whose main-mast and fore-top-mast soon went by the board, when she immediately anchored; passed her and drove the next in the line on shore: two more of their line yet remained to leeward; bore up and ran the nearest one on board (then not more than three-quarters of a mile from the shore).

"So far the Rosario had acted alone, as the Griffon had not yet arrived within gun-shot: bore away with prize beyond range of the batteries, and

hailed the Griffon (then passing under a press of sail) to chase the remaining brig; which service she performed in a very handsome manner, by running her on shore near St. Aubin, under a very heavy fire from the land: seeing no probability of the Griffon being able to destroy the brig, made the signal to attack the enemy in the S. E., then anchoring close in shore. In the mean time we were getting the prisoners on board, and repairing the running rigging, which was much damaged. Captain Trollope, having closed with the enemy, ran the Griffon in shore of one at an anchor nearly in the centre, and in the most gallant manner laid her on board, cut her cables, and stood out, under the fire of the batteries, and the whole of the other brigs: upon passing the Griffon, I found her too much disabled immediately to make sail again to the attack; but being determined to have another (although we had nearly as many prisoners as our own sloop's company), I ran the dismasted one on board, which we found the enemy had deserted, but this circumstance the darkness of the night prevented our being enabled previously to discover; at which time the remaining seven of the flotilla were under weigh, getting into Dieppe harbour. I must beg leave to mention the very able assistance I received from the exertions of my first lieutenant, Mr. James Shaw, in boarding the enemy, and during the whole of the day, in the arduous task of working the brig while engaging: and the conduct of the whole of the other officers and crew was such as to merit my warmest approbation. We have only one petty officer and four men wounded; the officer is Mr. Jonathan Widdicombe Dyer, midshipman, whose unremitted exertions during the action, and activity in boarding, together with his general good conduct, renders it my duty to recommend him.

"The flotilla we engaged is the 14th division, commanded by Mons. Saizieu, capitaine de vaisseau, and commandant de division; it sailed from Boulogne at 10 P. M. the 26th, and intended going to Cherbourgh: each brig has three long brass 24-pounders and an 8-inch brass howitzer, with a complement of 50 men. When I consider this flotilla, united to batteries keeping up a constant fire of both shot and shells, and the very small force we had, I trust the having taken three, run two on shore, and much damaged the others, will shew our zeal for the public service, and meet your approbation *."

On the 31st of the same month, Captain Harvey was rewarded with a post commission for his truly gallant conduct; and the midshipman of whom he makes such honorable mention, was also promoted †.

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* The Rosario mounted eight 18-pounder carronades and 2 long sixes; the Griffon, fourteen 24-pounder carronades and 2 sixes.

† Lieutenant J. W. Dyer was drowned in a boat race, off the Eddystone light-house, Jan. 2, 1818.

From this period Captain Harvey remained unemployed till Sept. 21, 1814, when he received an appointment to the Porcupine 22, in which ship, however, he never went to sea. Soon after paying her off, he lost the use of his left side by a paralytic attack, and, if we mistake not, he still labours under that heavy affliction. He obtained the insignia of a C. B. Dec. 8, 1815; and the out pension of Greenwich Hospital, Dec. 8, 1823.

Agents.—Messrs. Cooke, Halford, and Son.

ALEXANDER RICHARD MACKENZIE, Esq.

Was born in 1770; made a Commander, Dec. 28, 1805; and advanced to post rank, May 9, 1812. He died near Southampton, Oct. 27, 1825.

JAMES PRINGLE, Esq.

Son of James Pringle, of Torwoodlee, Melrose, N. B. Esq. He received his first commission Mar. 6, 1804; obtained the rank of Commander, Oct. 9, 1805; and was made a Post-Captain, June 1, 1812. We first find him commanding the Sparrowhawk brig, in which he captured the following French privateers:—l'Esperance, 14 guns and 54 men, off Cherbourgh, Jan. 12, 1809; l'Intrepide, 6 guns 47 men, off Marseilles, June 19, 1810; and l'Invincible, 2 guns 33 men, off Malaga, Nov. 6, 1811.

The Sparrowhawk had 1 man killed, and an officer and 2 men wounded, in the disastrous affair at Palamos, Dec. 13, 1810; on which occasion, says the senior officer, "nothing could exceed the good conduct of Captain Pringle, both in the landing and withdrawing the men *." She was afterwards very actively employed on the coasts of Valencia and Tarragona, under the orders of Captain (now Sir Edward) Codrington.

On the 19th Jan. 1812, Captain Pringle was taken prisoner

* See Vol. II. Part II. p. 843.

by a party of the enemy's dragoons, in the neighbourhood of Tarragona; but he appears to have been very soon liberated by the Baron d'Eroles, then commanding a division of the Catalan army. During his short captivity, he witnessed the defeat of 800 French infantry, advantageously posted behind the walls of Villa Suca.

Agent.—Sir F. M. Ommanney.

RICHARD PLUMMER DAVIES, Esq.

Served under Sir Richard J. Strachan, in the Cæsar 80, at the capture of four French line-of-battle ships, Nov. 4, 1805; received a lieutenant's commission on the 24th of the following month; was made commander, April 11, 1809; and advanced to post rank, June 19, 1812.

Captain Davies commanded a division of gun-boats during the Walcheren expedition, in 1809; and subsequently the Brazen sloop, and Garland of 22 guns.

GEORGE WYNDHAM, Esq.

Eldest son of the late Hon. F. W. Wyndham (brother to the Earl of Egremont), by the Hon. Miss Harford, daughter of the last Lord Baltimore, of the kingdom of Ireland.

This officer was born Aug. 30, 1785; made lieutenant July 7, 1806; commander, April 30, 1810; appointed to the Hawke brig, on the Cherbourgh station, in Aug. 1811*; and posted, July 3, 1812. He subsequently commanded the Bristol troop-ship, on the Mediterranean station.

Captain Wyndham married, Nov. 14, 1820, Jane, third daughter of the Reverend William Roberts, Vice-Provost of Eton College; and sister to Captain John Walter Roberts, R. N.

Agents.—Messrs. Stilwell.

* See Captain David Price.

HENRY WEIR, Esq.

When a lieutenant, successively commanded the Phœnix hired lugger, Monkey and Ferreter gun-brigs, and Alban cutter. The Ferreter was captured in the river Ems, by seven Dutch gun-boats, after a severe night action, in which many of her crew were killed, Mar. 31, 1807. His appointment to the Alban took place about Nov. following, and he continued in her until promoted to the command of the Calypso, a fine 18-gun brig, June 28, 1810. On the 14th June, 1811, he captured a Danish privateer of 10 guns, and destroyed another of the same description, on the coast of Jutland. The gallant action for which he was advanced to post rank, (July 22, 1812), has been fully described at p. 33, *et seq.*

Captain Weir's last appointment was, Jan. 12, 1814, to the Thais of 20 guns, in which ship he served for some time on the East India station.

Agents.—Messrs. Stilwell.

AUGUSTUS WILLIAM JAMES CLIFFORD, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer entered the navy, in May, 1800, under the auspices of Earl Spencer, then presiding at the Admiralty; and was placed by his lordship in the Ville de Paris 110, bearing the flag of Earl St. Vincent, commander-in-chief of the Channel fleet, where he continued, under that veteran and his highly distinguished successor, the Hon Admiral Cornwallis, until the peace of Amiens.

Mr. Clifford was then removed to the Argo 44, fitting for the broad pendant of Commodore (now Sir Benjamin) Hallowell, in which ship he visited the coast of Africa, and assisted at the reduction of St. Lucia and Tobago *. In 1805, he accompanied the same gallant officer into the Tigre 80; and was consequently one of Lord Nelson's followers when

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* See Vol. I. Part II. p. 481.

that great commander went to the West Indies, in pursuit of the enemies' combined squadrons, under Mons. Villeneuve *. His first commission, appointing him lieutenant of the Tigre, bears date June 25, 1806.

The reduction of Alexandria in 1807, and the capture and destruction of a French convoy, from Toulon bound to Barcelona, Nov. 1, 1809, have been recorded in our memoir of Sir Benjamin Hallowell, under whom Lieutenant Clifford served on shore, as aid-de-camp, during the whole of the operations in Egypt. On the latter brillant occasion, he commanded a boat under the orders of Lieutenant, now Captain, John Tailour. He was promoted to the rank of Commander, in the Philomel brig, on the Mediterranean station, Feb. 1811.

In June following, Captain Clifford assisted at the destruction of 10 large armed feluccas, on the beach near Cetraro, in the gulf of Policastro, where they were taken possession of, under a heavy fire of musketry, by a detachment landed from the Thames and Cephalus, but obliged to be burnt, in consequence of the utter impracticability of getting them afloat. The official report of this dashing exploit will be found at p. 192 of Suppl. Part I.

On the 4th of the ensuing month, Captain Clifford joined company with the Unité frigate, just after the return of her boats with a French brig cut out from Porto Hercole. Proceeding along the Roman coast, several vessels were discovered at anchor under a battery, between Civita Vecchia and the mouth of the Tiber: the manner in which they were disposed of is thus described by the senior officer:—

"Captain Clifford, in a most handsome manner, instantly offered to lead into the anchorage, and to head the boats in performing any service which might appear to me practicable. I therefore directed him to anchor the Cephalus as near the battery and vessels as possible, and to point out the soundings by signal; a service he performed in a very masterly style, bringing his sloop up within the range of grape, under a heavy fire from 4 nine and six-pounders. The Unité being anchored shortly after in four fathoms' water, the enemy were quickly driven from their guns, and the boats sent to Captain Clifford under those officers who had distinguished themselves

* See Vol. I. Part II. p. 589 *et seq.*

in the morning*. Three vessels (the others proving fishing-boats) were brought out under a severe fire of musketry from their crews, and the soldiers collected on a height above them, with the same great good fortune which had attended our previous enterprise; the only person hurt being Mr. Simon, master of the Cephalus, who was slightly wounded in the face, by a grape-shot, while bringing the sloop to an anchor.

"To Captain Clifford I feel much indebted for his gallantry and able assistance: he speaks in high terms of his own officers and men, as well as those from this ship who were employed under him.

(Signed) "E. H. CHAMBERLAYNE."

The vessels taken on this occasion were, la Vigilante guarda-costa, mounting one 6-pounder, and rowing 30 oars; and two settees, deeply laden with ship-timber. The particulars of a very important service subsequently performed by the Thames and Cephalus, at Porto del Infrischi, on the coast of Calabria, are detailed in an official letter from Captain Charles Napier to Rear-Admiral Boyles, dated July 21, 1811, a copy of which is given at p. 2 *et seq.* of Suppl. Part II.

The following letter, and its enclosure, were shortly after received by Captain Clifford:—

"*H. M. S. Thames, Palermo Bay, July* 28, 1811.

"Sir,—I enclose you the copy of a letter I have received from Rear-Admiral Boyles, returning his thanks to the officers and crews employed on the late expedition, which I have to request you will communicate to the officers and ship's company under your command; and allow me, Sir, at the same time, to convey to you the very high sense I have of the activity and discipline of the Cephalus. I am, &c.

(Signed) "CHAS. NAPIER."

"*Captain Clifford—Cephalus.*"

ENCLOSURE.

"*Canopus, Palermo Bay, July* 28.

"Sir,—I have the honor of your letter of the 21st instant which I beg to acknowledge, and to return my warmest congratulations to yourself and that aspiring young officer Captain Clifford, and all the gallant officers and men of the Thames and Cephalus, who have in this brilliant and instantaneous attack of the enemy's convoy so completely crowned with success your officer-like conduct.

I will take care your letter shall, without a moment's delay, be trans-

* Lieutenant Joseph William Crabb; Messrs. Michael Dwyer and Henry Collins, master's-mates; Mr. Duncan Hutchinson, midshipman; and Lieutenant George Victor, R. M.

mitted to the commander-in-chief, who will pay all due attention to your recommendations, as no officer in his Majesty's service is better able to appreciate the gallant deeds of brave men. I have the honor to be, &c.

(Signed) "CHAS. BOYLES."

"*Captain Napier—Thames.*"

Towards the end of September, 1811, Captain Clifford sailed from Palermo for England, having embarked Lord William Bentinck, the British minister and military commander-in-chief, who, finding it expedient to return home, almost immediately after his first arrival at the Sicilian court, had made a special application for the Cephalus to convey him.

After docking and refitting his brig, at Portsmouth, Captain Clifford returned to the coast of Italy, where he was again very actively employed until advanced to post rank, July 23, 1812; previous to which, the Cephalus, in company with the Euryalus frigate and Pilot brig, had made an attempt to destroy a convoy and some land batteries, but failed after being warmly engaged for five hours, during which she sustained a loss of 1 lieutenant (Jenkins) killed, and 19 men wounded, besides suffering considerably in her masts and rigging.

Having thus distinguished himself in the command of a sloop of war, Captain Clifford returned to England, *via* Lisbon, bearing despatches from Lord William Bentinck, with which he arrived in London at the close of 1811. From that period, we find no mention of him (except his marriage) until Aug. 23d 1814, when he was appointed to the Bonne Citoyenne of 20 guns, employed on the Irish station. His next appointment was, Oct. 22, 1821, to the Euryalus 42, in which frigate he sailed from St. Helen's, with W. R. Hamilton, Esq. British Ambassador to the Neapolitan court, Feb. 21, 1822.

Captain Clifford was nominated a C. B. Dec. 8, 1815; elected M. P. for Bandon-Bridge, co. Cork, in 1818; and chosen to represent Dungarvon, co. Waterford, in 1820. Previous to his sailing for the Mediterranean, he published an address to his constituents, acquainting them that he had formed a resolution to retire from parliament, while engaged in the active duties of his profession.

It is very seldom that we meet with an article in any of

the American papers calculated to afford us so much gratification as the following, taken from the *National Intelligencer* of Mar. 23, 1825:—

"Captain P. R. Ging, of the brig Charles and Ellen, of Boston, with the presidents of the two Boston insurance companies, have publicly made acknowledgments, and returned thanks, for the generous aid received from Captain Clifford, of the British frigate Euryalus, his officers and men, for assistance rendered to the Charles and Ellen, when in distress at the island of Milo, in the Mediterranean. For this purpose, Captain Clifford detained his ship for seven days, and the whole of the time from 70 to 80 men, belonging to the frigate, were employed in repairing the brig. The knowledge of such acts of national civility and kindness should be more extensively diffused than common acknowledgments of service rendered, and we have pleasure in lending our aid to give further publicity to this act of amity and good feeling."

Captain Clifford was put out of commission in May, 1825, at which period a paragraph to the following effect appeared in one of the London papers:—

"H. M. S. Euryalus was paid off, at Deptford, on Monday, the eighth day after her arrival at that place. The regularity and good order observed by her crew equalled the rapidity with which the laborious duties and paying off were discharged. On the day previous, the officers gave a dinner to Captain Clifford, in testimony of their high esteem and respectful regard. On quitting the ship, the crew requested permission to cheer their captain and first lieutenant *, as a mark of gratitude for the kind treatment they had experienced while under Captain Clifford's command. The Euryalus has been absent from England upwards of three years, and has returned without losing a man by desertion. We understand that a collection, under the patronage of Captain Clifford, was made for that most excellent institution, 'the Seamen's floating hospital,' to which both officers and crew contributed."

On the 27th May, 1826, Captain Clifford was appointed to the Herald yacht, in which he attended upon the Duke of Devonshire, during that nobleman's splendid embassy to Russia. The subjoined is a correct account of the magnificent entertainment given by his Grace in honor of the coronation of his present Imperial Majesty:—

"*Moscow, Sept.* 11 (23), 1826.—Although three weeks have elapsed since the coronation, we are still in the midst of revelry and rejoicing, and fetes and balls follow one another in quick succession. There was one

* Now Commander THOMAS HASTINGS.

given last night by our ambassador extraordinary, the Duke of Devonshire, which, for splendour and effect, has surpassed all the others.

"The night was cloudy, and favorable to the advantageous display of the brilliant illumination which lighted up the side and front of the magnificent house where his Grace resides.—So great was the blaze of light that the whole of the dark horizon over a third of Moscow was made visible, and this was produced without there being any overabundant quantity of lamps, for there were none too many, and all harmonized and contributed to the general effect. Indeed, this was the great merit of the whole of the decorations and ornaments, both inside and out; there was nothing too much—nothing overcharged: all was in keeping, if I may so speak, and as it should be.

"The west end of the house can be seen well from the Kremlin, and other elevated spots in the city, and this, accordingly, was the part the most illuminated, and the initials of the King of England, were placed in a conspicuous part of the building.

"On entering, and mounting the stairs, the eye met, above the first landing-place, a well executed transparency, with the initials of the Emperor and Empress. Then, proceeding onwards, you found lodged in the anteroom the upper servants of the Duke, in their rich state livery of blue and gold; and on passing thro' them, you arrived at the door, from whence stood, in two irregular lines, all the *attachés* of the embassy, leading up to his Grace, who, in a splendid uniform, stood there to receive his guests. The people about him formed rather a striking *coup d'œil*. Men of all nations, statesmen and warriors in every variety of uniform, bedecked with stars, and all the insignia of military honours, many of them bravely won, while Russian courtiers, chamberlains, and senators, glittered in all the dazzling pomp which gaudily embroidered coats, with gold and silver, and ribbons and crosses, 'the cheap reward of Kings,' could confer. There was Marmont in his field-marshal's uniform, wearing all his well merited orders and stars, with his staff and aides-de-camp, in all the showy variety of the French uniform; the Prince of Hesse Homberg, the Austrian ambassador extraordinary, in the uniform of his country. In short, the representatives of all the crowned heads of Europe, with the American minister, and the envoys from Georgia, Persia, and other countries of the East, who, in their Asiatic costumes, served to complete the variegated and brilliant assemblage.

"About nine o'clock notice was given of the approach of the imperial family, when his Grace, accompanied by all his suite, descended to receive them. The Emperor wore a scarlet uniform, the evening dress of the regiment of chevaliers gardes; the Empress (led in by the Duke) a robe of crimson coloured silk, richly ornamented with diamonds and pearls. She had a necklace of diamonds, with a row across the shoulders, of superior size and beauty, most of them appearing half-an-inch in diameter, while strings of them of inferior magnitude were entwined among her hair. She looked extremely well, and, throughout the evening, was all condescension and amiableness,

seeming highly to enjoy the animated scene. Then came the Grand Duchess, with her husband Michael, the brother of the Emperor. She was in white, with a great many gems set in diamonds, and had her usual arch look, and playful, intelligent smile.

"The music now struck up, and the Duke led the Empress in a polonaise, followed by the Emperor and all the most distinguished persons, through the suite of apartments into the ball room. Here all was arranged with elegance and good taste. This room, about sixty feet long and fifty in breadth, was lighted up in the centre by some two or three hundred wax lights, placed in a single row, in a circular chandelier covered with roses, and suspended from the lofty ceiling with airy lightness, and almost by imperceptible means; while round the sides, and in each corner, were chandeliers, giving forth a mass of light that was reflected from the walls, which were of a white colour, like polished marble. The eye rested with pleasure on the tastefully simple ornaments of these walls. On one side was the united initials of the Emperor and Empress, formed by a wreath of red roses; on the opposite wall was traced in roses the letter G. with the number IV., giving the initials of our own illustrious sovereign; and on the third wall, the letters N. and A. detached, shewed the separate initials of the Imperial visitors. A wide open space between columns led into an additional room. A temporary building, the sides of which were covered with a light red coloured drapery, intermingled with white, tastefully arranged, and festoons of red roses over a white ground, ran round and adorned the columns. At the extreme end of the ball room, yet distinctly visible from all parts, a recess was formed, where was placed a full length portrait of the Emperor, in his imperial robes, painted by Dawe, the English artist, and an excellent likeness. The unexpected sight of this picture was quite a *coup de theatre.* It was known to few that the artist had been employed by his Grace, and the Russian nobility were wholly unprepared for the view of this portrait of their Czar, the first, and the only one they could see of him in his imperial dress. Their surprise and admiration was unbounded. "*Quelle gallanterie! quell bon gout!*" exclaimed the women; while the adroit and respectful courtiers expressed their approbation in tolerably audible whispers. Certainly nothing could have been better imagined. It was the prettiest compliment that could have been paid.

"Quadrilles and waltzes followed. In the former the Empress danced with the Duke of Devonshire, having for their *vis-à-vis* the Grand Duchess and Prince Charles of Prussia. Between twelve and one o'clock the supper room was thrown open, a long and spacious gallery, where upwards of 500 persons sat down at once to supper. There were three rows of tables, over which some thousand tapers shed a brilliant light, besides a separate one, in the form of a crescent, for the imperial family, with some of the first ladies of the court, and the principal foreign ambassadors. This table was placed on an elevation, a few feet above the level of the floor, at the end of the gallery, in a kind of alcove, richly and tastefully hung round with a drapery of crimson and green silks.—From her seat, at

the centre, the Empress could command a view of all the other tables, with their decorations, and the superbly dressed persons seated there, in long and beautiful perspective. The most magnificent part of these decorations, assuredly, was the gold and silver plate belonging to his Grace, which, for massiveness and beauty, is here altogether unrivalled. The Russians were particularly struck with this patrician treasure, as the accumulated wealth of many generations. It is needless to say, that the supper was all that could please the eye and tempt the appetite, with all kinds of wine in unlimited abundance. The Emperor himself never sits down to supper, and he stood near the table of the Empress, conversing in the most affable and familiar manner with those about him. The Duke of Devonshire with his *attachés* also stood all the time.

"After this splendid entertainment, the dancing recommenced with fresh spirit, and the Emperor and Empress did not depart till three in the morning. The Grand Duke Michael and the Grand Duchess remained half an hour later. At five o'clock a second supper, or rather breakfast was served, even after which, I understand, the unwearied votaries renewed the dance, Prince Charles, with his vivacity and amiability, being the chief promoter; and the gay revels did not close till near seven this morning.

"Besides the *attachés* of the Duke's embassy, Lord Morpeth, Lord W. Russell, Mr. Fane, Mr. Grosvenor, Mr. Townshend, Capt. Clifford, R. N., Mr. Cavendish, and Sir Alexander Mallet, there were present of our countrymen, Mr. Disbrowe, with Mr. Jerningham, and Mr. Kennedy, and the Lord Viscount Stormont, Lord Wm. Montague, Hon. Mr. Talbot, two Generals, Sir P. Belson and Swaine, with four or five more Englishmen, of whom I chanced to be one. There was one of the Duke's suite, the Hon. Robert Dundas, who, although recovering fast from a severe illness, was not yet strong enough, it appeared, to join the festivity.

"The politician should approve of this fete, for it was admirably well calculated to please and gratify the Russians, and they are loud and unanimous in its praise. It was much superior to any thing of the kind given at Paris, after the French coronation, for we had here such a variety of costume and splendid uniforms among the men, and such a prodigious display of diamonds, precious stones, and elegant dresses among the ladies, that the Parisians were assuredly outdone."

The pomp and magnificence of the above scene must have almost realized the fairy illusions of oriental romance. The noble Duke, indeed, did ample justice to the wealth and dignity of the country he was sent to represent. It is said, that the splendour which he thus threw around his mission, cost him a sum little less, if any, than 60,000*l*.

On the 11th Aug. 1827, Captain Clifford was appointed to the Undaunted 46, for the express purpose of conveying Lord William Bentinck, the new Governor-General, to India;

and while he was fitting her out, H. R. H. the Lord High Admiral presented him with a handsome uniform sword, "as a proof of his regard," and "in commemoration of his official visit to Chatham and Sheerness," on which occasion he had the honor of attending upon that illustrious personage, as his captain, in the absence of Sir William Hoste.

On her arrival at Portsmouth, the Undaunted hoisted the flag of the Lord High Admiral, who sailed from thence with the intention of proceeding to Plymouth, but was obliged to put back in consequence of strong S. W. winds. Her captain shortly afterwards received a letter from the private secretary to his Royal Highness, of which the following is an extract:—

"*Devonport, Dec.* 21, 1827.

"My dear Clifford,—I am commanded by H. R. H. the Lord High Admiral to communicate to you his intention of presenting you with a piece of plate, of the value of Fifty Pounds, as a mark of the satisfaction his Royal Highness experienced at the manner in which you received him on board the Undaunted, during his late cruise in that ship * * * * *.

(Signed) "ROBT. C. SPENCER."

The Undaunted anchored in Diamond harbour, July 1, 1828; and from thence Captain Clifford accompanied the Governor-General to Calcutta, after leaving which city he received a very gratifying epistle from his lordship, of which the subjoined is a copy:—

"*Calcutta, Aug.* 13, 1828.

"My dear Captain Clifford,—I cannot allow you to leave us finally without offering to you, and to all the officers and ship's company of the Undaunted, on Lady William's part, as well as my own, our warmest thanks for the kindness we have received, and for the cordial manner in which every wish of ours has been uniformly executed.

"It would seem hardly possible, that I could have to ask of you an additional favor; but having received Lieutenant Forster's complete acquiescence, I have now to express the gratification we shall feel by your forgiveness of the two men who were under confinement for future trial when we left the ship. I do not found my request upon slightly appreciating the crimes of which they are guilty, for I have always been a decided advocate for strict discipline and subordination; but having had many occasions of observing and deeply considering the manner in which the naval service is carried on in different ships of war, I can with truth aver, that I have never yet seen an instance where, on the one hand, due authority and command were tempered with more reason, justice, and mercy; and where, on the

other, obedience was given with more cheerfulness and alacrity: this being my conviction, I venture to think that the discipline of the Undaunted does not require an example of severity for its vindication; and I the more readily prefer this request, from having been informed, that previously to this offence, the individuals in question have borne a good character.

"I have only now to wish you a good voyage, and to pray that happiness and honor may continue to be the lot of the Undaunted, as it was of the Cephalus, and as it has been of every ship which has been placed under your command.

"Ever, with affectionate regard, most sincerely yours,

(Signed) "WILLIAM BENTINCK."

During his absence from England, in the Undaunted, Captain Clifford also visited Teneriffe, Rio Janeiro, the Cape of Good Hope, Madras, the Mauritius, St. Helena, and Ascension. He left Diamond Harbour Aug. 18, and arrived at Portsmouth, with Major-General Bourke, late Lieutenant-Governor of the Cape, and his family, passengers, Dec. 30, 1828.

This officer married, in Oct. 1813, Elizabeth Frances, third daughter of Lord John Townshend, and cousin to the Duke of Devonshire; by whom he has had several sons and daughters.

Agents.—Messrs. Booth and Pettet.

SAMUEL LESLIE, Esq.

A SON of the late Archdeacon Leslie, and a native of co. Antrim, Ireland, is descended from an old and noble Hungarian family, settled in North Britain in 1067: the branch to which he belongs is connected with almost all the Scotch nobility, and nearly related to "the great captain of the age," Arthur Duke of Wellington.

Mr. Samuel Leslie entered the navy at a very early age, under the patronage of Captain (afterwards Sir Henry D'Esterre) Darby; and first embarked as a midshipman on board the Pomona frigate, in May, 1793. He subsequently served with the same officer in the Adamant 50, and Bellerophon 74, which latter ship, it will be remembered, bore a very conspicuous part at the glorious battle of the Nile, in Aug. 1798*.

* See Vol. I. p. 270.

Some time after that memorable event, Mr. Leslie removed to the Foudroyant 80, bearing the flag of Lord Nelson, by whom he was appointed acting Lieutenant of the Success frigate, in Nov. 1799: this appointment, however, was not confirmed by the Admiralty until Oct. 1800; previous to which he had assisted at the capture of le Généreux, a French 74, proceeding to the relief of Malta *.

Lieutenant Leslie was subsequently appointed to the Haerlem troop-ship, and Camilla of 20 guns. In 1806, he served as second of la Chiffonne frigate, Captain John Wainwright, on the Mediterranean station, where he was often employed in cutting out the enemy's vessels; and on one occasion had 2 men killed and 3 wounded, in a boat under his immediate command.

La Chiffonne was next sent to the East Indies, on which station Lieutenant Leslie, then first of that ship, had several opportunities of distinguishing himself, as will be seen by the following copies of Captain Wainwright's official and private letters to Rear-Admiral Drury, dated off Ras-al-Khyma, Nov. 14, 1809:—

"Sir,—I have the honor to acquaint your Excellency, that by the exertions of the troops and squadron, under the respective commands of Lieutenant-Colonel Smith and myself, Ras-al-Khyma, the principal town of the pirates who have so long infested the Persian Gulf, has been completely destroyed, together with all the vessels in the port, amounting to upwards of fifty (about thirty of them very large dows), and every species of naval stores.

"The ships arrived off the place in the afternoon of the 11th instant, but in consequence of the shallowness of the water, they were not able to approach the town within 4 miles, with the exception of the small cruisers and two of the transports: these anchored about 2 miles from it. On the same evening, the Minerva, an English ship, prize to the pirates, was burnt within twice her length of the shore.

"On the following day, the town was cannonaded for three hours by the small cruisers and gun-boats, with considerable effect; and a little before day-break on the 13th, a feint was made on the northern end of the place with two gun-boats, under the command of Lieutenant Leslie, and a detachment of native troops. The main attack commenced on the southern end, about half an hour afterwards, consistently with an arrangement made by the Lieutenant-Colonel. The troops were soon landed, and, gallantly

* See Vol. II. Part I. p. 26.

executing the admirable plan of their commander, had possession of Ras-al-Khyma by 10 o'clock, driving the enemy to the opposite shore; the gun-boats kept up a fire of grape on the sea-side as the soldiers advanced. Before 4 o'clock, all the enemy's vessels were in flames, together with the naval store-houses in the town.

"I received the most effectual assistance from Captain Charles Gordon of the Caroline, who was with me at the landing, and from all the officers and men of his Majesty's ships; also from the respective commanders of the Hon. Company's cruisers attached to the armament, and their officers and men. The marines of the Chiffonne and Caroline were disembarked with the army.

"By the accompanying return, your Excellency will have pleasure in observing, that the loss of men on our side is trifling *: that of the enemy has been very severe. I have the satisfaction to say, that the most perfect cordiality subsists between the army and navy, such as promises to ensure complete success in all the subsequent operations.

"The troops began to embark at day-light this morning, and, notwithstanding the great want of boats, were all on board the transports before noon."

(PRIVATE.)

"I take the liberty of observing to your Excellency, that nothing but the fear of exciting jealousy among so many officers as were employed at the attack of Ras-al-Khyma, prevented me from noticing in my public letter of this date, the high opinion I entertain of Lieutenant Samuel Leslie, first of this ship; and conscious that I should not do him justice were I not to explain this circumstance, I hope your Excellency will excuse my entering into detail respecting him. It was this officer who commanded the boats which destroyed the Minerva, where the greatest loss of men was sustained. He was most active in the cannonade on the 12th instant. He executed the feint with excellent judgment and gallantry on the following day. During the real attack by the troops he was very useful with the gun-boats of this ship. In the afternoon, he set fire to all the dows which were afloat in the harbour of Ras-al-Khyma, and he essentially assisted me in the re-embarkation of the troops. I have in three years and a half had ample experience of Lieutenant Leslie's intelligence and courage; and as I know he was recommended for promotion, I trust your Excellency will excuse my writing so fully respecting an officer, who, will, I pledge my character, do honor to his profession. I remain, with the highest respect, your Excellency's obliged and faithful servant,

(Signed) "JNO. WAINWRIGHT."

Lieutenant Leslie had scarcely shoved off from the Minerva, after setting her on fire, before she blew up. Several small

* 2 killed, 1 mortally, 5 severely, and 4 slightly wounded. N. B. This abstract of casualties applies to the squadron only.

pieces of the wreck fell into his boat, without doing much mischief; but 2 lascars who were on shore under a tower, near which she lay, lost their lives by the explosion, and 2 other persons in the same situation were wounded. His active co-operation with the military was also duly acknowledged by their commander, the present Major-General Sir Lionel Smith, K. C. B. in a letter, of which the following is a copy:—

"*Head Quarters, la Chiffonne, 16 Nov.*, 1809.

"My dear Wainwright,—I do not feel that any recommendation of mine can take up much of your notice in favor of one of your own officers; but I am most desirous to express my admiration and my gratitude for the activity and unwearied exertions of Lieutenant Leslie, whose zeal and coolness I never saw surpassed. It is out of my power to express my acknowledgments of the assistance the troops received from him in any other way than to you; and I hope you will do me the justice to say how much I am obliged to him, and how much I attribute our share of success to all your exertions; and if you could offer my sentiments to your commander-in-chief in any favorable manner towards Lieutenant Leslie, I should be truly gratified. Yours very truly,

(Signed) "LIONEL SMITH, Lieut. Col. 65th regiment."

The subsequent proceedings of the expedition are thus officially detailed by Captain Wainwright:—

"On the 17th Nov., the vessels in the piratical port of Linga, amounting to twenty, 9 of them large dows, were burnt without any loss on our side, the inhabitants having abandoned the town on the approach of the ships. The contemptible holds of the Towasmees, called Congo, Bunder, Mallam, and Heleram, were next reconnoitred, but no vessels were there.

"I then despatched the cruisers Ternate and Nautilus to the eastward of Kishma, to prevent the escape of the Luft pirates, while I entered the channel between that island and the main at the western end; but having got the ship I command aground in endeavouring to work through it, as I had no pilot acquainted with the navigation, and as I found the channel was too intricate to pass without buoying the shoals, which would have taken up too much time, I determined to proceed to Luft by the eastern channel, leaving the cruiser Vestal to guard the western end of Kishma. His Majesty's ship Caroline had been previously detached to Burka road with the heavy transports.

"On the 24th, the Ternate and Nautilus joined; and having procured pilots at Kishern, I proceeded up the channel in H. M. ship under my command, with the ships and vessels named in the margin *, and arrived

* The Hon. Company's cruisers Mornington, Ternate, Nautilus, and Fury; and the Mary transport.

off the town of Luft on the 26th at noon. Twenty-four hours having been expended in fruitless negociation with the chief Moola Hussum, the Ternate, Nautilus, and Fury were anchored off the town, and the troops, preceded by the gun-boats, approached to the attack, which commenced at two o'clock in the afternoon of the 27th.

"The enemy made no resistance until the troops came close to the very strong fort, and attempted to force the gate; he then commenced a fire, I am sorry to say, most destructive, as your Excellency will see by the accompanying return, added to that of Lieutenant-Colonel Smith to the government *. The piratical vessels, eleven in number, 3 of them very large dows, were in the mean time burnt by the seamen; and the gun-boats and the cruiser Fury, which being of light draught of water, had been towed within musket-shot of the fort, kept up a ruinous fire, which very much shattered it by sun-set: the Sheik then consented to yield up the place on the following day to the English, on the part of the Imaun of Muscat, together with all the property in it belonging to his Highness's subjects; this was accordingly carried into effect, the Sheik departing after Lieutenant-Colonel Smith and myself had guaranteed his personal safety.

"The fort having been delivered in trust for the Imaun to Sheik Dewish, the head of the Benismain, a tribe of Arabs who have always been firmly attached to his Highness, I sailed next morning in la Chiffonne, leaving the Mornington to bring on the cruisers and the transport to Burka, off which place I anchored this day †.

"The loss of the enemy has been very great; he acknowledged to upwards of 50, independent of those who were killed in the towers adjacent to the fort, and driven over precipices to the eastward thereof."

The subject of this memoir was made a Commander in Mar. 1811, and posted from the Wilhelmina into the Sir Francis Drake frigate, July 31, 1812. His subsequent appointments were to the Malacca 36, Volage 22, and Theban 36. On the 28th June, 1813, he most gallantly headed a party of seamen in an attack upon the defences of Sambas, a piratical state on the western coast of Borneo ‡: the following is a copy of his official report on that occasion:—

"*Sambas, June* 29, 1813.

"It affords me much satisfaction to communicate the good conduct and indefatigable exertions of the party of seamen belonging to H. M. S. Hussar, which you did me the honor to place under my orders, to co-operate with the detachment of troops commanded by Colonel Watson, of H. M. 14th regiment, for the reduction of the batteries at Sambas.

* La Chiffonne had 2 killed, 5 dangerously, 3 severely, and 8 slightly wounded,—the total loss we have not been able to ascertain.

† Dec. 7, 1810. ‡ See Vol. II. Part I. p. 357 *et seq.*

"During a six hours' march, in an almost impenetrable jungle, through which, for the greater part of the way, a path was cut by a division of the seamen (the remainder of the party having been appointed to carry the scaling ladders) that ardour so common to British sailors was eminently conspicuous; and in the assault made on five batteries successively, all of which were carried in half an hour, I cannot sufficiently commend their intrepid behaviour while exposed to a heavy fire in advancing with the troops, as well as their spirited exertions in cutting down the fences which surrounded the batteries.

"The very animated exertions of Lieutenant Henry Hoghton, of the Hussar, and Mr. William H. B. Proby, midshipman, during the whole of this service, entitle them to my warmest thanks and every possible praise.

(Signed) "S. Leslie, Captain H. M. S. Volage."

"*To Captain George Sayer, H. M. S. Læda.*"

We should here observe, that the ground immediately surrounding the first battery was thickly planted with bamboo spikes, which in some instances inflicted very severe wounds; but fortunately Captain Leslie escaped with only a slight one in each leg. The following is an extract of a public memorandum issued by Captain Sayer to the squadron under his command, July 2, 1813:—

"Captain Sayer regrets, that the scale of operations did not afford to his brother officers the occasion he is well aware each was ambitious of; yet he congratulates Captain Leslie, of the Volage, on the good fortune he so zealously availed himself of, with Lieutenant Henry Hoghton, Mr. Proby, midshipman, and the seamen of the Hussar, who were attached to the division under the command of Colonel Watson, of the 14th regiment, to whose brilliant exploits in the successful assault of all the enemy's strongest works, on the 28th June, the service owes the highest obligations."

Colonel Watson's thanks were also conveyed, in public orders, to Captain Leslie and the officers and seamen under his command "for their zealous co-operation" with his division; and Sir Samuel Hood, commander-in-chief of the naval force on the East India station, expressed himself as follows, in a letter to Captain Sayer, dated Aug. 27, 1813:—

"The very able, judicious, and gallant manner in which the co-operation of the navy with the army against Sambas, under your orders, has been executed, claims my warmest encomiums: and I beg you will accept my public thanks thereon, and communicate to Captain Elliot, the other officers, and men, how sensibly I feel their exertions.

"To Captains Leslie and Norton, with the officers and men who had the good fortune to defeat the enemy and carry their works, with the gal-

lant detachment of the navy, you will particularly express the high sense I feel for their services *."

Captain Leslie's able and meritorious conduct, while employed under the Hon. Captain Elliot, in reinstating the Sultan of Palambang, is thus handsomely acknowledged by his distinguished commander-in-chief, in a letter addressed to the latter officer, dated at Trincomalee, Oct. 18, 1813 :—

"Sir,—I have received your letter of the 3d Sept., detailing your services with those of H. M. ships Hussar and Volage under your orders, assisted by the troops commanded by Lieutenant-Colonel Macgregor, on the expedition against Palambang. It is with peculiar satisfaction I notice the superior judgment displayed by you in the arrangement and management of this service, and the great and able exertions of Captain Leslie, the officers and men employed in the boats under his direction, whose expedition, successful efforts, and complete surprise, precluded any resistance in placing the Nagor Ordeen on the throne, as well as their further services. I beg you will communicate to Captain Leslie, and the officers and men employed, my entire approbation and thanks for their services.

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* Lieutenant Henry Hoghton, who so gallantly seconded Captain Leslie in the above attack, was severely wounded in the left thigh—the anterior and principal muscle of extension being divided. After rest, and appropriate surgical treatment, the wound healed and he attempted to go to his duty, when he was attacked with the bilious remittent fever so general among those employed on the service against Sambas, and which attacked all the wounded seamen as they successively returned to their duty, a fever dreadfully severe in its attack, highly exhausting in its nature, and usually followed by serious visceral disease. Lieutenant Hoghton recovered from the fever (as did all on board the Hussar, although the mortality was very great among the other ships and the troops), yet his life has subsequently been one of great and acute suffering, from internal disease, as well as from the lameness occasioned by his wound.

This gentleman had previously served upwards of seven years, as midshipman and lieutenant on board the Modeste and Hussar, during which period he never relaxed from the most active and steady discharge of his duty, behaving on all occasions in a manner highly creditable to himself, and satisfactory to his captain, the Hon. George Elliot. He is at present senior lieutenant of the Victory first rate, commanded by that officer, and bearing the flag of the Hon. Sir Robert Stopford, K. C. B. &c. &c.

Mr. William Henry Baptist Proby, the midshipman mentioned in Captain Leslie's report, was immediately promoted by Sir Samuel Hood, and confirmed as a lieutenant by the Admiralty, Jan. 9, 1814. He has recently been appointed to the Southampton 50, fitting for the flag of Sir Edward W. C. R. Owen.

I have to express how sensible I am of the conduct of the whole of the officers and men under your command. I am particularly gratified with the cordial manner in which you were supported by Lieutenant-Colonel Macgregor, and the officers and men of the 59th regiment, and the artillery under his command. I cannot conclude this without offering you my sincerest obligations for your judicious and excellent guidance and direction of the expedition. I have the honor to be, &c.

(Signed) "SAML. HOOD, Vice-Admiral."

After his removal from the Volage to the Theban, Jan. 1, 1814, Captain Leslie hoisted the flag of Sir Samuel Hood, and proceeded with him to Canada. He was subsequently entrusted with the command of a squadron employed in the Java seas. The Theban was ordered home towards the close of 1815, and paid off at Plymouth, in April, 1816.

Captain Leslie married, Sept. 1817, Martha, only daughter of George Vaughan, Esq. descended from an old and respectable English family.

Agents.—Messrs. Stilwell.

RIGHT HON. HENRY JOHN, LORD SELSEY,

Fellow of the Royal Society.

THIS officer is the second son of the late Lord Selsey, by Hester Elizabeth, daughter of George Jennings, of Newsells Park, co. Herts, Esq. and cousin to the late Marquis of Clanricarde.

He obtained the rank of Lieutenant, Jan. 5, 1807; and served as first of the Cornwallis frigate, Captain W. A. Montagu, at the capture of Amboyna, in Feb. 1810*: his conduct on that occasion was highly spoken of in the public despatches. A very gallant exploit subsequently performed by three boats, under his direction, is thus officially described:—

"*H. M. S. Cornwallis, at Sea, Mar.* 3, 1810.

"Sir,—Having chased a Dutch man-of-war brig, during the whole of the first day of March, we observed her take refuge in a small bay on the north side of the island of Amblaw; and as the wind was light and variable, and night approaching, I sent the yawl, cutter, and jolly-boat, under the

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* See Suppl. Part I. pp. 198—201, and 219, *et seq.*

command of the Hon. Lieutenant Peachey, assisted by Mr. Garland, master, and Mr. Sanderson, master's-mate, to bring her off. After a fatiguing pull the whole night, they found themselves at day-light close to her, when she was boarded in a most gallant manner, in the face of a heavy fire of grape and musketry, and defended bravely by pikes and swords; in a few moments she was carried, and proved to be the Dutch national vessel Margaretta, mounting 8 guns, but pierced for 14, and having on board 40 men. She had left Souroubaya nine days, having between twenty and thirty thousand dollars on board, for Amboyna, and supplies of all kinds for Ternate.

"Lieutenant Peachey speaks highly of the able support he received from the officers and men under his orders. I am sorry to say, that we had one man dangerously wounded, and four slightly; the enemy, one officer killed and twenty seamen wounded. I have the honor to be, &c.

(Signed) "W. A. MONTAGU."

"*To Captain Edward Tucker, H. M. S. Dover, senior officer.*"

The subject of this sketch commanded the Hecate sloop at the reduction of Java, in 1811; obtained post rank, Aug. 7, 1812 (on which occasion he was appointed to the Malacca frigate, at Madras); and returned to England, from Bengal, in the Sir Francis Drake 38, with a fleet worth, at least, three millions sterling under his protection, in May, 1813.

Lord Selsey succeeded to the title on the demise of his father, June 27, 1816; and married Oct. 21, 1817, the Hon. Anna Maria Louisa Irby, youngest daughter of Frederick, Lord Boston.

Agent.—J. Copland, Esq.

EDWARD ELLICOTT, Esq.

WAS senior lieutenant of la Revolutionnaire frigate, Captain Francis Cole, at the capture of l'Unité, thus described by Sir Edward Pellew, now Viscount Exmouth, in a letter to the Admiralty, dated H. M. S. Indefatigable, April 20, 1796:—

"I have the pleasure to inform their lordships, that on the 13th instant, at 4 P. M. we fell in with, and gave chase to a French frigate to windward: la Revolutionnaire being far astern, was tacked by signal to cut the chase off from the shore; and I had the pleasure to see her, just before dark, in a situation to weather the enemy upon a different board, which obliged her also to tack.

"The night setting in cloudy, we lost sight of the chase before 9 o'clock,

when she bore up, but not unobserved by that zealous and attentive officer, Captain Cole, who pursued and closed with her at half-past 11; and not being able to prevail upon her commander to surrender without resistance, he opened a close and well-directed fire upon her, which was but faintly returned: after a second broadside, the enemy struck, and proved to be l'Unité, from l'Orient to Rochfort, mounting 38 guns, 12 and 6-pounders, and manned with 255 men, 9 of whom were slain, and 11 desperately wounded. La Revolutionnaire happily had not a man hurt; and it appears that she was manœuvred by Captain Cole in the most officer-like manner, and the attack made with great gallantry. I have the honor to enclose the report which he has made of the good conduct of his officers and ship's company upon this occasion; and, from the high terms in which he speaks of his first lieutenant, Mr. Ellicott, who I know to be a good officer, I have thought it proper to give him an order to command the prize to England.

"L'Unité was reputed one of the fastest sailers in the French navy; she is a very fine frigate, only 7 years old."

(Extracts of Captain Cole's report).

"Allow me, Sir, to express to you how much I feel myself obliged to my first lieutenant, Edward Ellicott, for his very particular attention in keeping sight of the chase, and for his steady and manly courage when close engaged: the cheerfulness with which he put himself at the head of the boarders promised me the happiest success, if boarding had been necessary, and which was only stopped by the enemy's calling to surrender. * * * * *

"I cannot sufficiently express my own good fortune in not having lost an officer or man, which is to be attributed to the enemy's firing at the masts and rigging."

This officer's promotion to the rank of Commander took place in May, 1797; and his post commission bears date Aug. 12, 1812, at which period he commanded the Hebe hired armed ship, on the North Sea station.

Agent.—J. Dufaur, Esq.

ALEXANDER MILNER, Esq.

Successively commanded the Devastation bomb, Swallow sloop, and Dolphin and Gorgon, 44 gun ships, *armée-en flûte*. His post commission bears date Aug. 12, 1812.

JAMES BARKER, Esq.

Son of Mr. James Barker, ship-owner, who perished at sea in 1778; and brother to the late Edward Barker, Esq. Commander R. N.

This officer was born at Rotherhithe, co. Surrey, Mar. 2, 1772; and his name appears on the books of the Beaver sloop so early as June 13, 1780. He belonged to the Solebay 28, Captain Charles Holmes Everitt, when that frigate was wrecked, in an action, at the Leeward Islands; and we afterwards find him on board the Prudent 64, Captain Andrew Barclay, which ship formed part of the fleet under Sir Samuel Hood, and sustained a loss of 18 killed and 36 wounded in the different affairs with Count de Grasse, Jan. 25 and 26, 1782*.

At the commencement of the French revolutionary war, Mr. Barker was received on board the Russell 74, of which ship his uncle was then serving as master; and in her he assisted at the defeat of the republican fleet under Mons. Villaret de Joyeuse, on the glorious 1st of June, 1794†. He was subsequently lent to the Jupiter 50, bearing the broad pendant of Commodore J. W. Payne, and placed by that officer in the yacht fitted for the reception of H. S. H. the Princess Caroline of Brunswick, whom he accompanied from Cuxhaven to the Thames, in the spring of 1795: his promotion to the rank of lieutenant took place a few days after her arrival in England‡.

From that period, Lieutenant Barker served under Sir James Saumarez, in the Orion 74, till he was made a commander, Oct. 8, 1798: he consequently assisted at the capture of three French two-deckers, by Lord Bridport's fleet, off l'Orient, June 23, 1795; at the defeat of the Spaniards, by Sir John Jervis, off Cape St. Vincent, Feb. 14, 1797; and

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* See Vol. II. Part I. note † at p. 63 *et seq.*

† See Vol. I. Part I. note at pp. 75—78, and Suppl. Part I. p. 55

‡ See Vol. I. Part I. note ‡ at p. 353 *et seq.*

at the ever memorable battle of the Nile, under Nelson, in Aug. 1798*.

Captain Barker subsequently commanded the Moriston, hired armed ship; and was promoted to post rank Aug. 12, 1812. He married Miss Ann Emery, of Coggeshall, co. Essex, by whom he has had a very large family: his eldest son died Dec. 24, 1824, aged 19 years.

Agent.—J. Copland, Esq.

PETER RYE, Esq.

Received his first commission Mar. 16, 1791; and was junior Lieutenant of the Crescent 36, Captain (now Sir James) Saumarez, at the capture of le Réunion French frigate, near Cherbourgh, Oct. 20, 1793†: his promotion to the rank of Commander took place in Jan. 1801, on which occasion he was appointed to the Rambler brig, of 14 guns, employed as a Channel cruiser.

On the 11th April, 1805, Captain Rye, then in the Providence hired armed brig, captured l'Honneur Dutch schooner, of 12 guns, with 1000 stand of arms, near Schelling. He obtained post rank Aug. 12, 1812.

Agent.—J. Woodhead, Esq.

JAMES VEITCH, Esq.

Was made Lieutenant early in 1793; promoted to the rank of Commander in Jan. 1801; appointed to the Sea Fencible service, in Scilly, about June, 1803; to the Alonzo sloop, about Nov. 1810; and posted Aug. 12, 1812.

Agent.—J. Copland, Esq.

JAMES GIFFORD, Esq.

Was made Lieutenant in Oct. 1793; Commander, April

* See Vol. I. Part I. pp. 179—185.

† See Vol. I. Part I. p. 178.

29, 1802; and Post-Captain Aug. 12, 1812. During the late war he successively commanded the Speedy, Serpent, and Sheldrake, brigs; on the Channel and North Sea stations.

Captain Gifford is said to be the author of "The Remonstrance of a Unitarian, addressed to the Bishop of St. David's;" and of "The Unitarians' Defence;" being a reply in part to the late Rev. —— Anderson's Sermons, preached before the Deanery of Gower, and published at their request.

Agents.—Messrs. Maude & Co.

TIMOTHY CLINCH, Esq.

Was made Lieutenant in Aug. 1798; and Commander, Mar. 22, 1803. We subsequently find him in the Busy sloop, protecting the trade bound to Halifax and Newfoundland.

On the 13th April, 1804, Captain Clinch sailed from Portsmouth for the West India station; where he removed to the Osprey 18, in which vessel he captured le Teaser, French privateer, of 7 guns and 51 men, May 17, 1805. On the 27th June following, being then about 60 leagues to the N. E. of Barbuda, in company with the Kingfisher sloop, Captain Richard William Cribb, he was pursued by five French frigates; but no sooner did the enemy observe the Osprey and her consort hoist signals and fire guns, as if to a fleet a-head of them, than they relinquished the chase, and set fire to fifteen British merchant vessels under their charge, which had been captured about three weeks before, by the French and Spanish combined squadrons under Mons. Villeneuve: by this successful *ruse* on the part of Captains Cribb and Clinch, our inveterate enemies were deprived of booty which they valued at upwards of 200,000*l.*

In July, 1812, one of the Osprey's boats, in company with another belonging to the Britomart brig, captured l'Eole French privateer, of 6 guns and 31 men, to the N. W. of Heligoland. In this spirited enterprise, which was conducted by Lieutenant Henry Dixon, of the Britomart, the British had

2 killed; 5 dangerously, 3 severely, and 4, including the commanding officer, slightly wounded.

Captain Clinch's post commission bears date Aug. 12, 1812.

GEORGE LE GEYT, Esq.

A son of Robert Le Geyt, of Canterbury, Esq. (first cousin to the late Vice-Admiral d'Auvergne, Prince of Bouillon), by Jane, daughter of the Rev. William Byrch, rector of St. Mary's Dover, and of Mongham, also in the county of Kent.

This officer's grandfather and great-grand uncle, both held the office of chief civil magistrate of the royal court, and president of the states of Jersey: the latter gentleman, Philip Le Geyt, Esq. whose daughter was the mother of the Prince of Bouillon, was displaced by Oliver Cromwell, in consequence of his loyal adherence to the royal cause, but reinstated by Charles II. immediately after that monarch's own restoration.

Mr. George Le Geyt was born at Canterbury, in Mar. 1777; and he first embarked, in 1791, on board the Colossus 74, Captain (afterwards Sir Henry) Harvey. We subsequently find him serving on the Halifax station, in the Hussar 28, Prince Edward cutter, Prevoyante 38, and Resolution 74. His promotion to the rank of Lieutenant took place Oct. 11, 1796; on which occasion he was appointed to the Rover 16, Captain George Irwin.

After suffering shipwreck in that sloop, owing to her running ashore on Cape Breton, in a thick fog, Lieutenant Le Geyt returned home in the Resolution, under the command of Captain William Lechmere; from which ship he removed to the St. George 98, Captain John Holloway. His next appointment was to the Tamar 38, Captain Thomas Western; and in her he assisted at the capture of many of the enemy's vessels, on the Leeward islands' station; among which were le Republicain French national corvette, mounting 32 guns, with a complement of 220 men, 45 of whom were absent in prizes; le General Massena, ship privateer, of 16 guns, pierced for 18, and 150 men; and another, name unknown, of 10 guns: le Republicain defended herself in the most gallant

manner, until she was reduced to a mere wreck; 9 of her crew were killed and 12 wounded: the Tamar had only 1 slain and 2 wounded.

Mr. Le Geyt's next appointment was, in 1801, to the Leviathan 74, bearing the flag of Sir John T. Duckworth; who promoted him into the Stork sloop, on the Jamaica station, May 28, 1803. While commanding that vessel, he captured the French privateers, la Coquette of 2 guns and 95 men, and l'Hirondelle, of 3 guns and 44 men.

On the 23d March, 1805, being then off Cape Roxo, Porto Rico, Captain Le Geyt discovered a large schooner, lashed alongside a brig in the harbour; and for the purpose of cutting her out, he despatched his pinnace and cutter, containing between them 18 men, under the command of Lieutenant George Robinson, assisted by Lieutenant James Murray. As the schooner, which proved to be the Dutch privateer Antelope, was preparing to heave down on the following day, her guns, 5 in number, were on board the brig, and the two vessels were defended by at least 40 men; but both were simultaneously boarded by the boats, and gallantly carried without any other casualty to the British than the junior lieutenant and 1 man slightly wounded. The privateer's men having taken to the water soon after the boats got alongside, only 15 prisoners were secured.

On the 25th Aug. 1806, Captain Le Geyt was sent from Port Royal, with the Superieure brig, and two schooners under his orders, to attack a number of small vessels collected at Batabano, on the south side of Cuba. On the 30th, one of the schooners, mounting 4 guns, and having on board about 30 officers and men, gallantly attacked and captured a Spanish guarda-costa, of 10 guns and 45 men, close to the Isle of Pines.

At this period, Captain Le Geyt had the mortification to learn from his pilot, that the Stork could not approach within 30 leagues of Batabano, and he therefore directed Captain Edward Rushworth, of the Superieure, to proceed with that vessel and the schooners, after having reduced their draught of water as much as possible, and reinforced them with the boats and a party of men from his own sloop: the result of

the expedition will be seen by the following copy of Captain Rushworth's official report, dated Sept. 9, 1806:—

"After leaving H. M. sloop Stork, on the 25th August, off the Isle of Pines, it took us till the 2d of this month to get off Point Gondas, 22 miles N W. from Batabano, when I anchored with the Flying Fish and Pike schooners: at midnight, we weighed and stood for Batabano, to be off that place before break of day, but owing to baffling winds it took us until day-light. I thought it expedient to land, which I accordingly did, about 2 miles to windward of the battery, taking with me 18 of the Stork's men, 35 from the Superieure, and 10 from the Flying Fish, to guard the boats. The marshy irregular ground greatly impeded our march, and the enemy perceiving it, sent some soldiers to way-lay us in the thick bushes; but the most forward of my party charged and completely put them to the rout, killing 2 and badly wounding 1. At that time a general alarm had spread, the militia had joined the stationary regulars in the front, aided by men from the shipping in the bay. Our retreat being then cut off, we were obliged to rush forward to gain the fort, which, I am happy to say, was completely carried in three minutes, the enemy retreating in all directions, after firing 2 guns and a volley of small arms towards the path we were obliged to pass. The battery contained 6 long 18-pounders, mounted on travelling carriages, which we spiked, and then proceeded to take possession of the vessels; *viz.* one felucca, pierced for 14 guns, having one 18-pounder and 12 blunderbusses on board; a schooner pierced for 12 guns; a French privateer of 4; three Spanish vessels with 1 gun each, and six smaller with cargoes, which were saved, and the vessels burnt, not having sufficient men to carry them out. The next morning a flag of truce came off, and I learnt their loss was considerable. I am happy to say, we had only one man badly wounded on the occasion.

"I feel it my duty to state the great assistance I received from Lieutenants Russell and Murray, and sub-Lieutenants Blake and Brown. The seamen and marines under my command acted in a most gallant manner. Two days after, I captured the St. John, Spanish schooner, of 3 guns and 32 men, after a slight resistance."

We next find Captain Le Geyt employed in the blockade of Martinique, and assisting at the destruction of la Cygne, French national brig, and two schooners laden with flour and provisions for the garrison of that island *.

Captain Le Geyt's promotion to post rank took place Aug. 12, 1812; at which period he had been upwards of 20 years in constant active employment (one-half of that time in the West Indies, and upwards of six years on the American sta-

* See Suppl. Part I. pp. 420—422.

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tion). He left the Stork in Sept. 1812, and has never since been able to obtain any naval appointment.

This officer married, in 1812, Rose Marie, daughter of the late Rear-Admiral Heath. His brother, Philip C. Le Geyt, Esq. has been secretary to several flag-officers, and is at present clerk of the check at the Royal Hospital, Greenwich.

Agents.—Messrs. Stilwell.

BUCKLAND STIRLING BLUETT, Esq.

Son of the late Lieutenant John Bluett, R. N. and descended from a very ancient family seated at Halcombe Court, in the north of Devonshire.

Mr. B. S. Bluett entered the navy at an early age; obtained the rank of Lieutenant, Nov. 24, 1800; and was made a Commander, for his gallant conduct at the cutting out of the Dutch national brig Atalante, Captain Carp, by the boats of the Scorpion and Beaver, Mar. 31, 1804. The following account of that brilliant enterprise is contained in a private letter written by the heroic officer under whom he was then serving:—

"*H. M. sloop Scorpion, April,* 1804.

"I was ordered on the 28th ultimo to reconnoitre the Vlie passage, and perceived a couple of the enemy's brigs at anchor in the roads: despairing to reach them with my sloop, on account of the shoals that surrounded the entrance, I determined upon a dash at the outermost one in the boats, if a good opportunity could be found or made. It came, unsolicited, March 31. Preparing to set out, we accidentally were joined by the Beaver sloop, Captain Charles Pelly, who offered us her boats, to act in concert with ours: we accepted the reinforcement, under an impression that it would spare lives on both sides, and shorten the contest. At 9-30 P. M. we began the enterprise. Captain Pelly, an intelligent and spirited officer, did me the honor to serve under my command, as a volunteer, in one of the boats. We had near 60 men, including officers, headed by myself, in the foremost boat. As we rowed with the flood tide, we arrived alongside the enemy at half-past eleven. I had the good fortune, or (as by some it has been considered) the honor, to be the first man who boarded her. She was prepared for us, with boarding-nettings up, and with all the other customary means of defence; but the noise and alarm, &c. &c. so intimidated her crew, that many of them ran below in a panic, leaving to us the painful task of combating those whom we respected the most.

"The decks were slippery, in consequence of rain; so that, grappling with my first opponent, a mate of the watch, I fell, but recovered my position, fought him upon equal terms, and killed him. I then engaged the captain, as brave a man as any service ever boasted, who had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me, when a sailor of mine came up, rescued me at the peril of his own life, and enabled me to recover my sword *.

"At this time all the men were come from the boats, and were in possession of the deck. Two were going to fall upon the captain at once. I ran up, held them back, and adjured him to accept quarter. With inflexible heroism, he disdained the gift, kept us at bay, and compelled us to kill him. He fell, covered with honorable wounds. The vessel was ours, and we secured the hatches, which, headed by a lieutenant, who has received a desperate wound, the enemy attempted repeatedly to force.

"Thus far we had been fortunate; but we had another enemy to fight:—it was the element. A sudden gale, blowing against us, impeded all the efforts we could make; but as we had made the capture, we determined, at all events, to sustain it, or to perish. We compelled the Dutch below to surrender, put 40 of them into their own irons, stationed our men to their guns, brought the powder up, and made all the necessary arrangements to attack the other brig; but as the day broke, and without abatement of the wind, she was off, at such a distance, and in such a position, that we had no chance of reaching her.

"In this extremity of peril we remained 48 hours. Two of the boats had broken adrift from us, and two had swamped alongside: the wind shifted again, and we made a push to extricate ourselves, but found the navigation so difficult that it required the intense labour of three days to accomplish it.

"The Atalante's captain and four other Dutchmen are killed, eleven are wounded, and so dreadfully that our surgeon thinks every one of them will die. To the end of my existence I shall regret the captain; he was a perfect hero; and if his crew had been like him, critical indeed would have been our situation. In two days after his death he was buried, with all the naval honors in my power to bestow upon him. During the ceremony of his interment, the English colours disappeared, and the Dutch were hoisted in their place; all the prisoners were liberated; one of them delivered an *éloge* upon the hero they had lost, and we fired three vollies over him as he descended into the deep.

"The Atalante is much larger than my vessel, and she mounts 16 long 12-pounders: we have not a single brig that is equal to that calibre. Her intended complement was 200 men, but she had only, as it happened, 76 on board.

(Signed) "G. N. HARDINGE."

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* He thought so when he wrote; but it proved upon enquiry that Mr. Woodward Williams, the master of the Scorpion, was the individual who saved him.

Captain Hardinge's official letter to his Admiral, the present Sir Edward Thornbrough, was very brief, and did not contain the least mention of himself: the following is an extract:—

"The attack has not been attended with the loss of one man on our part, and only 5 wounded. I beg leave to say how much I am indebted to the zeal and gallantry of Captain Pelly, Lieutenants Bluett, White, and Shields, with Messrs. Williams and Fair, masters, and the petty officers and men, for their cool, steady, and determined conduct throughout."

One of the wounded was Lieutenant Bluett, whose promotion to the rank of Commander took place April 10, 1804, the day on which Captain Hardinge's letter arrived at the Admiralty. He was soon afterwards presented by the Patriotic Society, at Lloyd's, with a sword value Fifty Pounds.

In 1805, Captain Bluett commanded the Wasp sloop, stationed at the Leeward Islands. On the 24th May, 1806, he captured le Napoleon French privateer, formerly H. M. armed cutter Dominica, which vessel had been run away with by her crew, and carried to Guadaloupe, from whence she was sent, with 73 sailors and soldiers on board, to attempt cutting out some British merchantmen lying in Rosseau bay. In the course of the same day, Captain Bluett witnessed the surrender of his prize's consort, a national schooner of 3 guns and 65 men, to the Duke of Montrose packet and Cygnet sloop of war.

On the 12th Oct. 1810, Captain Bluett, then in the Saracen brig, on the Jamaica station, captured la Caroline French privateer, of 1 gun and 42 men. His next appointment was to the Childers, in which vessel he continued until posted, Aug. 12, 1812. From Jan. till Nov. 1815, we find him commanding the Leven a 20-gun ship, and in her he appears to have been very actively employed on the coast of la Vendee, during the last usurpation of Napoleon Buonaparte.

Captain Bluett married, Mar. 11, 1813, Emily, daughter of T. Powell, of Hammersmith, co. Middlesex, Esq. by whom he has had a large family: six of his children, we believe, are still living.

Agents.—Messrs. Stilwell.

HENRY GAGE MORRIS, Esq.

Was made Lieutenant early in 1793; Commander May 8, 1804; and Post-Captain, Aug. 12, 1812.

SAMUEL CHAMBERS, Esq.

Second son of the late Rev. Charles Chambers, rector of South Kilworth, Leicestershire, and a magistrate of that county.

This officer was born May 25, 1782; and he appears to have entered the navy in Aug. 1794, as a midshipman, on board the Orion, third rate, Captain John T. Duckworth, with whom he subsequently proceeded to the Jamaica station, in the Leviathan 74, which ship formed part of the squadron under Rear-Admiral William Parker, and sustained a loss of 5 men killed and 12 wounded, at the unsuccessful attack upon Leogane, St. Domingo, Mar. 22, 1796.

In July, 1798, Mr. Chambers was appointed acting Lieutenant of the Seahorse frigate, Captain Edward James Foote, on the Mediterranean station. While serving under that officer, he was very actively employed, and on one occasion wounded, in a boat affair, on the coast of Italy *. We next find him accompanying Rear-Admiral Duckworth, in the Leviathan, to the Leeward Islands, where he was promoted into the Diana 38, Captain John Poo Beresford, in July, 1800.

After a service of three years and six months, under Captains Beresford and T. J. Maling, the greater part thereof as first Lieutenant, Mr. Chambers left the Diana, and again joined his early patron, by whom he was advanced to the rank of Commander, in the Port Mahon brig, at Jamaica, June 6, 1804.

In the course of the ensuing three years, Captain Chambers captured, recaptured, and destroyed, at least fifty vessels; among which were El Galgo Spanish packet, the Aranzaza

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* See Vol. I. Part II. pp. 560—566.

letter of marque, and El Courier privateer. He also chased the San Josef armed brig into the intricate harbour of Banes, Cuba, from whence she was cut out in a most gallant manner by his boats, under the command of Lieutenant John Marshall *.

In 1808, being then on the Channel station, the Port Mahon captured two French privateers—le Furet, of 16 guns and 47 men; and le General Paris, of 3 guns and 38 men.

Captain Chambers was next appointed to the Arachne brig, in which he once more proceeded to the West Indies, and continued until his promotion to post rank, Aug. 12, 1812. His subsequent appointments were, Sept. 5, 1814, to the Duncan 74, bearing the flag of Sir John P. Beresford, and intended for the conveyance of the royal family of Portugal from Brazil to Lisbon; Jan. 15, 1816, to the Dee 24, fitting for the Halifax station; Nov. 14, 1821, to the Dover 28, flag-ship of the above officer during his command at Leith; and July 27, 1825, to the Druid 46, in which frigate the celebrated General Bolivar was conveyed from la Guiara to Carthagena in 1827.

Captain Chambers married, while commanding the Port Mahon, Susan Matilda, daughter of William Wylly, Esq. H. M. Attorney General at the Bahamas, and was left a widower, with three children, in 1813. His eldest brother is a Fellow of Magdalen College, Oxford.

Agents.—Messrs. Atkins and Son.

WILLIAM AUTRIDGE, Esq.

Was a midshipman on board the Zealous 74, Captain Samuel Hood, at the battle of the Nile; and subsequently commanded the Torride gun-vessel, employed in the blockade of Alexandria. He obtained the rank of Lieutenant in 1800; Commander Sept. 17, 1804; and Post-Captain Aug. 12, 1812.

This officer died at Mersfield, near Torpoint, co. Cornwall, Mar. 5, 1825.

* Not at all related to the author of this work.

EDWARD AUGUSTUS DOWN, Esq.

Was wounded, while serving as master's mate on board the Excellent 74, Captain Cuthbert Collingwood, at the defeat of the Spanish fleet, off Cape St. Vincent, Feb. 14, 1797. He obtained the rank of Lieutenant Dec. 26, 1798; and was made Commander Jan. 12, 1805. We subsequently find him in the Bittern and Redwing sloops, on the Mediterranean station, where he captured El Verga del Rosario, Spanish privateer of 2 guns and 20 men, Aug. 2, 1807; le Victorieuse, French privateer, of 4 guns and 40 men, Sept. 16, 1811; and a small Neapolitan armed vessel, May 8, 1812. He also assisted at the capture and destruction of a French armed brig, a trabacolo, and two store-houses of wine and oil, in Feb. 1809 *. His post commission bears date Aug. 12, 1812.

Captain Down married, Dec. 6, 1815, Elizabeth, third daughter of Admiral Philip Patton †.

Agents.—Messrs. Cooke, Halford, and Son.

THOMAS WHINYATES, Esq.

Was made Lieutenant Sept. 7, 1799; and Commander May 16, 1805. In Mar. 1807, we find him removing from the Zebra, bomb, to the Frolic, a new brig, of 384 tons, fitting at Plymouth, for the West India station.

On the 12th Sept. 1812, Captain Whinyates sailed from the bay of Honduras, with the homeward bound trade under his protection; and on the 18th of the following month, he was captured by the United States' sloop of war Wasp, Captain Jacob Jones, after an action of 50 minutes, in which 15 of his crew were slain, and himself, all his officers, and 43 men wounded.

The Wasp was a ship of 434 tons, mounting sixteen 32-

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* See Captain C. G. R. Phillott.

† See Vol. II. Part I. note * at p. 93.

pounder carronades and 2 long twelves, with 138 persons on board at the commencement of the battle; the whole, with only one exception, young, healthy, and able-bodied *men*. The Frolic mounted 16 carronades of the same calibre as the Wasp's, and 2 long sixes; but she mustered no more than 91 officers and men, 18 *boys*, and 1 passenger (an invalided soldier). The American had been five days only from the river Delaware, and was in perfect order; whereas, Captain Whinyates commenced action under every disadvantage, his crew being greatly debilitated, both his top-masts badly sprung, and his main-yard carried away; which latter damage he was in the act of repairing when the enemy approached him, just after a most violent storm.

In the course of the same day the Wasp was captured, and the Frolic retaken, by the Poictiers 74, Captain John P. Beresford, to whom Captain Whinyates' conduct appeared "to have been so decidedly gallant," that he continued him in the command of his brig, until her arrival at Bermuda. A court-martial afterwards declared, that he had done all that could be done in defence of his vessel, and he was, as a matter of course, most honorably acquitted.

Captain Whinyates' post commission bears date Aug. 12, 1812, but he does not appear to have been made acquainted with his promotion until he returned to England. Since then we find no official mention of him.

Agents.—Messrs. Stilwell.

WILLIAM HELLARD, Esq.

Was made a Lieutenant in 1783; and promoted to the rank of Commander, Dec. 24, 1805, as a reward for his gallant conduct as first of the Defiance 74, Captain Philip C. Durham, at the glorious battle of Trafalgar. His post commission bears date Aug. 12, 1812; at which period he commanded the Snake sloop of war.

Captain Hellard enjoys a pension of 250*l.* for wounds received prior to the late war. He married, in 1804, a daughter of G. Bettesworth, of Portsea, co. Hants, Esq.

Agent.—J. Hinxman.

JOHN THOMPSON (*b*), Esq.

This officer passed his examination for lieutenant previous to the Spanish armament, at which period we find him on board the Queen Charlotte a first rate, bearing the flag of Earl Howe, in consequence of whose recommendation he was promoted, by commission dated Nov. 22, 1790. During the French revolutionary war, he successively served, and principally as first lieutenant, under Captains Richard Lee, John William Spranger, William Lake, and William Bowen; in the Serpent sloop, Woolwich 44, and Blonde and Caroline, frigates; on the West India, Downs, Lisbon, and Mediterranean stations.

Soon after the renewal of hostilities, 1803, Lieutenant Thompson was appointed to the Venerable 74, at the particular request of her captain, the late Vice-Admiral Hunter; in which ship he continued until she was wrecked, in Torbay, Nov. 24, 1804. The following account of that disaster is given by one of his brother officers:—

"It was about 5 P. M. the wind blowing very fresh, and the evening dark and foggy, that she touched on a ridge of rocks, but at what part of the bay could not, at first, be exactly ascertained. Every exertion was instantly made to get her off, but to no purpose. The weather rather clearing, we soon perceived the danger of our situation. It was truly terrible, and scarcely left us the most distant prospect of life. Our brave and worthy captain, however, with the most undaunted fortitude I ever beheld, still continued to animate the crew to hope and further perseverance. This he did with as much collectedness and self-command as if conducting the ordinary duty of the ship; never in my life did I witness such utter disregard to death and danger. Not the least alteration took place in his looks, words, or manner, from the moment she struck, until, at our joint and earnest importunity, after all the crew were safe, he left the ship. Every thing was done that the most able and experienced seaman could suggest, but all in vain. Signals of distress were now made, and most fortunately reached the Impetueux and Goliah, which ships immediately stood back into the bay, and sent their boats to our assistance. All the rest of the fleet were beyond the hearing of our guns; and the people on shore did not attempt to give us any kind of help.

"Having tried every thing in vain for the safety of the ship, we now turned our thoughts to the lives of the crew, and as they could be of no further use, they were told to provide for their own safety in the boats of

the Impetueux and Goliah, that had by this time approached the ship, the captain and all the officers having declared their intention to remain on board till all the men were safely out. This was about 9 o'clock; the ship being then bilged against the rocks, the masts cut away, and the waves breaking over us at every roll. I now gave over all thoughts of saving myself, as, I believe, did every officer in the ship. As the boats approached, the attempt became more and more dangerous every time, the night still continuing very dark and foggy, with gusts of wind and drivelling sleet, that seemed to freshen every hour. In this forlorn and dismal state, the officers continued on the outside of the ship (for she was nearly on her beam ends), encouraging the men, and affording every possible assistance for their escape on board the boats, which exerted themselves on this occasion with great skill and intrepidity. The ship was now a mere wreck beating against the rocks, and with every wave expected to go to pieces; yet all this while we were so near the shore as to be able to converse with the people whom the report of our guns had at length brought down to the rocks. With some difficulty, we at last contrived to fling a line to them, which being made fast, some of the crew attempted to haul themselves ashore by it. The surf, however, broke so tremendously between us and the land, though I do not believe we were 20 yards from it, that all the poor fellows who made this attempt were either drowned or dashed to pieces. It was now past 5 A. M. (25 Nov.), the weather still getting worse, and all the crew out but a few drunken wretches who lay senseless on the deck, and about 17 noble souls who declared they would die with their officers; a dreadful sea was breaking over us, the fore part of the ship entirely under water, and the rest expected to go to pieces every minute; the wind still freshening, and being conscious that our remaining on board any longer could be of no possible use; it being moreover probable that the boats would not again be able to approach the ship, the officers now persuaded their good and still undaunted captain to think of saving his life, and with it their own, as they had resolved one and all to share his fate. After some time he consented, on condition that the officers should go first. This point being concluded, the hope of life, long dismissed from our minds, began to revive, when another difficulty arose, that seemed to cast it further back than ever,—which of the officers was to lead the way? The extinction of this reviving hope was indeed dreadful, and the pause had nearly been fatal to us all. At length, one of the junior lieutenants, long known to the crew, and as brave a man as ever trod the quarter-deck, agreed to lead, the rest solemnly promising to follow. One after another we now descended from over the stern (the only part of the ship above water), by single ropes, cold, benumbed, and wet through, and in this condition gained the boats, then in perilous attendance underneath. In this manner it was that we left the poor old Venerable, and, about 6 o'clock, reached the Impetueux, where, it is needless to say, we were treated with every attention and kindness that one ship's officers could show to those of another in distress. When the morning broke, we per-

ceived the ship had gone to pieces, and that if we had staid aboard, all of us by this time must have perished. On the beach, the people with whom we had been conversing were plundering every article of the wreck as it floated ashore."

On the 11th of the following month, Captain Hunter, his officers, and crew, were tried by a court-martial, at Plymouth, for the loss of the Venerable, and the whole of them fully acquitted of all blame, with the exception of one man, who was found guilty of drunkenness, disobedience, &c. and sentenced accordingly.

Lieutenant Thompson was next appointed first of the Namur 74, Captain (now Sir Lawrence William) Halsted, under whom he served at the capture of four French line-of-battle ships, by Sir Richard J. Strachan's squadron, Nov. 4, 1805 *. His promotion to the rank of Commander took place Dec. 24 following.

We subsequently find Captain Thompson commanding the Bonne Citoyenne sloop, on the north coast of Spain; Brune troop ship, employed in conveying reinforcements to the army under Lord Wellington; and Bristol 64, on the Lisbon station. He was advanced to post rank Aug. 12, 1812; and superseded in the command of the latter ship in 1813.

GEORGE MOUBRAY, Esq.

Son of George Moubray, Esq. a junior branch of the very ancient and once potent family seated at Cockairny, in Fifeshire †, by Elizabeth, daughter of the late Captain Richard Toby, R. N.

This officer commenced his naval career, June 4, 1789, as a midshipman on board the Adamant 50, bearing the flag of Sir Richard Hughes, Bart. commander-in-chief at Halifax. In 1792, he successively joined the Hannibal 74, Captain John Colpoys, and Juno 32, Captain Samuel Hood, the latter ship then employed in attendance upon the royal family at Weymouth.

* See Vol. I. Part I. pp. 289 and 431.

† See Vol. I. Part II. p. 804, and the *addenda* to Rear-Admiral Moubray's memoirs.

In 1793, Mr. Moubray visited Genoa, Leghorn, Naples, Smyrna, Malta, and Ancona; and he appears to have continued in the Juno until after her remarkable escape from the inner harbour of Toulon *, when he was discharged into Lord Hood's flag-ship, the Victory of 100 guns, on promotion.

On the 27th May, 1794, Mr. Moubray was appointed Lieutenant of la Mozelle sloop, in which vessel we find him present at the capture of two French line-of-battle ships, by the fleet under Vice-Admiral Hotham, Mar. 14, 1795 †.

In July following, la Mozelle narrowly escaped being captured by an enemy's squadron, consisting of one 80-gun ship and four 74's, which had been sent from Toulon to attack a small force under Captain Horatio Nelson, employed in co-operation with the Austrian army at Vado.

The enemy were first discovered, under Spanish colours, on the evening of the 6th July, and at day-light next morning it was found that they had gained considerably on the British detachment, which consisted of the Agamemnon 64, Meleager and Ariadne frigates, la Mozelle, and Mutine cutter. La Mozelle, then commanded by Captain Charles Brisbane, had lost her main-top-gallant-mast in the night, which obliged the heroic Nelson to shorten sail repeatedly to support her; and the enemy were so intimidated by his daring behaviour, that they did not open their fire till the British were close in with Cape Corse, which the Agamemnon very fortunately weathered by about half a mile. The Meleager, Ariadne, and Mutine were well to windward; la Mozelle, however, the dullest sailer, being to leeward of it, had no alternative but to surrender, run on shore, or attempt the almost impracticable passage between the rocks near the cape and a little islet, at a short distance from it. Captain Brisbane, with his usual intrepidity, having decided upon trying the passage, la Mozelle bore up, and the Frenchmen, knowing it was impossible to follow, opened their fire in succession to sink her; all the spare sails had previously been spread between decks, with a quantity of tar, and every thing else inflammable, Cap-

* See Vol. II. Part II. pp. 645—648.

† See Vol. I. Part I. note at p. 340.

tain Brisbane being determined to destroy his sloop, rather than that she should be captured.

On the 19th Aug. 1796, Lieutenant Moubray joined la Virginie frigate, Captain Anthony Hunt. The manner in which he was employed from that period till the end of 1798, will be seen by reference to pp. 247—251 of Suppl. Part II. He returned to England in the same ship, from the East India station, under the command of Captain George Astle, Feb. 14, 1803; and was paid off at Deptford on the 12th of the following month.

Lieutenant Moubray's subsequent appointments were, in April, 1803, to the Seahorse frigate, Captain the Hon. Courtenay Boyle, fitting for the Mediterranean; Nov. 4, 1804, to the Royal Sovereign, a first rate, bearing the flag of Sir Richard Bickerton, Bart.; and Oct. 5, 1805, to be first of the Polyphemus 64, Captain Robert Redmill, employed in the blockade of Cadiz.

The Polyphemus sustained a loss of 2 men killed, and 4 wounded at the glorious battle of Trafalgar. During the tremendous gale that ensued, she took the Argonauta, Spanish 80, in tow, and anchored her in safety: she afterwards escorted Nelson's flag-ship to the entrance of the Straits; and finally towed the Swiftsure, French 74, from her anchorage near Cadiz to Gibraltar. But for the assistance rendered by the Polyphemus to the small party in charge of that prize, the French would have been able to boast, that not one of their ships captured by Nelson's fleet had entered a British port.

Captain Moubray's commission as a commander bears date Dec. 24, 1805. He returned home in the Polyphemus about the end of Jan. 1806; and was appointed to the Rhodian brig, of 10 guns, fitting for foreign service, Jan. 27, 1809. He removed from that vessel to the Moselle, of 18 guns, on the Jamaica station, June 26, 1812; and continued to command the latter until Mar. 31, 1813. His promotion to post rank took place Aug. 12, 1812.

This officer married, in June, 1812, Eliza Pellew, eldest daughter of A. N. Yates, Esq. naval storekeeper at Jamaica,

by whom he has had issue several sons and daughters. One of his sisters is the lady of Captain James Katon, R. N.

ALEXANDER CUNNINGHAM, Esq.

Was first Lieutenant of the Hero 74, Captain the Hon. Alan Hyde Gardner, at the capture of four French line-of-battle ships, by the squadron under Sir Richard J. Strachan, Nov. 4, 1805 *. He obtained the rank of commander Dec. 24 following, and was appointed to the Bermuda brig, of 10 guns, in Jan. 1809. The following is a copy of his official letter to Rear-Admiral Foley, reporting the recapture of the Apelles brig, May 4, 1812:—

"By a telegraphic communication from the Castilian, on the afternoon of the 3d, at Dungeness, I learned that H. M. sloops Skylark and Apelles" (Captains James Boxer and Frederick Hoffman) "were on shore to the westward of Boulogne; and as the fate of the Apelles was, in particular, extremely uncertain, I weighed, with the Rinaldo" (Captain Sir William George Parker) "in company, steering towards the French coast, in the hope of rendering her some assistance. At day-break we observed the Rinaldo in chase of the Apelles, which had been got afloat about 5 miles to the eastward of Etaples, and was under jury-sails, the enemy navigating her along shore. About 9 A. M. we both came up, and drove her on shore with a few broadsides, under a battery about 3 miles to the eastward of that place. As the tide was falling, I discontinued the attack in consequence of the advantage the enemy would have in planting his field-pieces and small-arm men close to her at low water mark.

"The Castilian and Phipps" (Captains David Braimer and Thomas Wells) "joined before the tide served to recommence our operations, and, with this addition to our force, at about 2-30 P. M., I renewed the attack, leading in close under the battery, with the wind N. E. by N., the other sloops following; and, as they came up, giving their broadsides, by which the enemy's troops, embarked in the Apelles, were soon driven out. The boats of the squadron, as had been previously arranged, were then immediately sent in under the command of my first Lieutenant, Saunders, who most gallantly boarded her, and though, for a considerable time, exposed to a galling fire of shot and shells from the battery, and a collection of field-pieces, she was got afloat, and brought out in safety about 4 o'clock, dur-

* See Vol. I. Part I. p. 289.

ing which time the sloops used their utmost endeavours to cover the boats, and prevent, as much as possible, further annoyance from the enemy.

"I feel greatly indebted to Captains Braimer, Wells, and Sir W. Parker, their officers and men, particularly those employed in the boats. I am happy to add an acknowledgment of the merits of my own officers and crew, particularly of Lieutenant Thomas Saunders and the volunteers acting under him in the boats, who gallantly undertook the service, when the advantageous situation of the enemy led me to expect a much more sanguinary result.

"The loss of the enemy it has been impossible for me to determine; but, I am happy to state, that the service has been performed without even a wound on our part, though at the commencement of the attack, the Apelles was full of troops, and the defence from the shore obstinately maintained. I trust this circumstance will not only bespeak our extremely good fortune, but prove more strongly than I can express, that the plan of attack was well laid, and judiciously executed, by the officers and men under my orders.

"The boats gave the soldiers so little time to escape, that 4 were left on board, calling themselves part of the King of Rome's body-guard, and bearing the insignia of their corps. We found the Apelles much cut up from our fire, and she afterwards sustained great damage from the enemy; she has 7 guns and most of her stores and provisions remaining on board. The Skylark was completely destroyed, lying some distance to the eastward, still smoking. I have great satisfaction in stating, that the crews of both vessels escaped in their boats, with the exception of Captain Hoffman and 19 of his people."

Rear-Admiral Foley, when transmitting this report to the Admiralty, informed their lordships that Captain Cunningham had "always shewn himself a brave, zealous, and active officer." His post commission bears date Aug. 12, 1812.

Agents.—Messrs. Goode and Clarke.

JOHN WILLIAM ANDREW, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer is the son of a clergyman. He was made Lieutenant April 2, 1806; and appointed to command the Weazle brig, of 18 guns, about Nov. 1811. His gallant and judicious conduct in a brilliant action with an enemy's squadron off Venice, Feb. 21, 1812, has been noticed at p. 745 of Vol. I. Part II.

Captain Andrew's post commission bears date Sept. 26 in

the same year. He was appointed to the Dee of 24 guns, Oct. 1, 1814; and nominated a C. B. during his absence on a voyage to Hudson's bay, in 1815.

Agent.—J. Hinxman, Esq.

JOSHUA RICKETTS ROWLEY, Esq.

Second son of Sir William Rowley, Bart. of Tendring Hall, co. Suffolk, by Susannah Edith, sister to Sir Robert Harland, Bart.

This officer was made lieutenant April 9, 1808; and commander in Aug. 1810; appointed to the Pelorus brig, in Mar. 1811; and posted into the Blossom of 24 guns, Sept. 30, 1812. Since the peace he has commanded the Sybille 44, bearing the flag of his uncle, Sir Charles Rowley, K. C. B. on the Jamaica station.

Captain Rowley married, in 1824, Charlotte, daughter of John Moseley, of Toftres, co. Norfolk, Esq.

Agents.—Messrs. Chard.

JOHN GRIFFITH, Esq.

Second son of Edmund Griffith, Esq. a Police Magistrate of St. Mary-le-bone, Westminster.

Was made commander May 31, 1809; obtained post-rank Oct. 13, 1812; and died in 1826.

HEW STEUART, Esq.

Knight of the Imperial Russian Order of St. Wladimir.

Second son of David Steuart, Esq. Lord Provost of Edinburgh, in 1781 and 1782, (the youngest son of John Steuart, of Dalguise, co. Perth, who derived his descent in a direct line from the youngest son of Robert II. King of Scotland,) by Miss Fordyce, the only lineal descendant of John Knox, the Scotch reformer, who has any issue.

This officer was born July 14, 1780; and entered at the

naval academy, Portsmouth, Feb. 1, 1793. He first embarked, in Nov. 1795, as a midshipman, on board the Pegasus 28, Captain Ross Donnelly; and subsequently joined the Bedford 74, Captain Sir Thomas Byard, in which ship he was present at the defeat of the Dutch fleet, near Camperdown, Oct. 11, 1797 *. We next find him in the Venerable 74, bearing the flag of Lord Duncan, under whom he also served in the Kent of similar force. His promotion to the rank of Lieutenant took place June 28, 1799.

On that occasion Mr. Steuart was appointed to the Jalouse sloop, in which vessel he continued, principally as first Lieutenant, under Captains John Temple, the Hon. F. P. Irby, and Christopher Strachey, until removed to the Monarch 74, Lord Keith's flag-ship, in June, 1803. A few days previous thereto, he commanded the boats of the Jalouse at the capture of two French gun-vessels (la Commode and l'Inabordable), each mounting 3 long 24-pounders and 1 eighteen, under a heavy fire of musketry from the cliffs at the east part of Cape Blanc Nez, where they had been driven ashore by the Immortalité frigate, Jalouse, and Cruiser brig †.

We have already stated that Lieutenant Steuart was entrusted with the charge of one of the principal explosion vessels attached to the "catamaran expedition," in Oct. 1804; and that he afterwards received a promise of promotion from the nobleman then presiding at the Admiralty ‡. The "stone expedition" here attracts our attention.

This was an expedient proposed to block up the harbour of Boulogne, by sinking ships, loaded with stones, at its entrance; and to effect which, three merchant-vessels, of about 400 tons each, were purchased, and their holds filled with blocks of granite, well cemented and clamped together, so as to resist the action of the sea, at least for a certain time: this part of the preparation being complete, the vessels were next rendered combustible, by the addition of every thing inflammatory that could be laid in them. The projector was

* See Vol. I. Part I. pp. 150—153. The Bedford had 30 killed and 41 wounded.

† See Suppl. Part I. p. 12.

‡ See *id.* pp. 46 and 275.

to superintend the execution of his scheme, supported by Lieutenants Steuart, Payne (of the Immortalité), and Cameron (of the Utrecht 64), each provided with a fast rowing galley; but, after many delays, the enterprise was altogether abandoned.

In the course of the same year, Lieutenant Steuart was sent on various other detached services, among which was an attempt made to destroy fort Rouge, a battery erected on piles, at the entrance of Calais harbour. This was partly accomplished by means of the explosion vessel under his command; but from the circumstance of two others not being able to fetch the point of attack, the injury done was far less extensive than might have been otherwise expected. Lord Keith, in an official letter to the Admiralty, says "the conduct of Lieutenant Hew Steuart, of the Monarch, on this recent occasion, will not fail, I am sure, to excite their lordships' admiration and praise. I have great pleasure in conveying to them Captain Sir Home Popham's testimony to his distinguished merit."

The subject of this memoir was at length promoted, Jan. 22, 1806; and in the following year he commanded the Mutine brig, of 18 guns, employed in escorting the King's German Legion to and from the island of Rugen *. He was also attached to the inshore squadron off Copenhagen, and frequently engaged with the Danish batteries and gun-boats during the bombardment of that city †. A few days previous to the capitulation, he volunteered his services, in conjunction with Captain (now Sir John) Phillimore, to attempt the capture or destruction of an advanced two-decker; a measure, however, which the commander-in-chief did not think it proper to sanction.

Captain Steuart left the Mutine in 1808; and was appointed to the Reynard, a new 10-gun brig, at the commencement of 1809. In that vessel he accompanied the expedition to Walcheren; and on the day after the disembarkation of the army, we find him pushing on after the bombs and gun-

* See Suppl. Part II. p. 227.

† See Suppl. Part I. p. 239.

boats sent to the attack of Campvere, his pilots having declared that they could place him close to the town, in an advantageous position. Unfortunately, in working up the Veere Gat, his brig grounded several times, and ultimately stuck fast, so near the enemy's batteries, that he was obliged to cut away the masts and throw every thing overboard, in order to get her afloat.

The Reynard was afterwards sent to the Baltic station, where Captain Steuart continued until a communication was opened with Riga, in June 1812; at which period he received orders from Rear-Admiral T. Byam Martin to assume the command of a flotilla, hastily equipped, at the request of General Von Essen, to act against the French and Prussian armies under Marshals Macdonald and Yorck. In an official letter to Sir James Saumarez, dated Aug. 4, 1812, the Rear-Admiral expresses himself as follows:—

"The way Captain Steuart has conducted himself, in the command of the Russian and English gun-boats, is highly praise-worthy; and his unremitting activity, so creditable to the country, has been willingly imitated by the officers and men of the Aboukir and Ranger, who are placed under his orders: they have unquestionably kept the enemy from crossing the river, at the falls above the town, where a body of infantry and horse still remained entrenched; the only time they ever advanced towards the boats they were dispersed in a very few minutes, after having 5 men and 2 horses killed."

The subsequent operations of the combined flotilla are thus detailed by Captain Steuart, in a letter to Rear-Admiral Martin, dated at Riga, Oct. 3, 1812:

"In my last I had the honor to inform you, that an attack on the Prussians in this vicinity was intended to take place about the 26th ultimo. A considerable body of troops, under Count Steinheil, left Riga on that day*, and the gun-boats under the command of the English officers accompanied a strong division of 40 Russian boats, besides 10 launches, under the command of Admiral Muller, up the river Aa.

"The enemy had withdrawn his troops from Schlock, and his other posts, on the approach of the boats. We therefore did not meet with any opposition until the 29th, when about 5 miles below Mittau: the enemy had there placed three different booms across the river, about half a mile distant from each other. Within pistol-shot of the third boom, which was very strong and well constructed, were placed three batteries of 4 guns

* See Suppl. Part II. p. 183.

each. The booms were soon destroyed, and, as we arrived up, the enemy abandoned their positions, with such precipitation that four 24-pounders were left in the works.

"The English boats were always in advance, and Admiral Muller has desired me to say how much he is pleased with the exertions of Captain (John) Brenton and the lieutenants employed in the boats.

"The flotilla took possession of Mittau about noon; the enemy had not time to remove some very considerable magazines of clothing and grain, some arms and ammunition. He also left about 400 sick and wounded behind. In the evening, a detachment of the army entered the town.

"The Prussians retired from Olai upon Bourski, where they had about 120 pieces of cannon, intended for the siege of this place; they there received reinforcements on the 29th, which Macdonald had sent them from Jacobstadt.

"On the 30th, the Russians were compelled to retire from before a force of 25,000 men, who had nearly 80 pieces of cannon. As the troops had retired to the vicinity of Riga, the flotilla left Mittau in the evening of the 30th; and after destroying a bridge, which had been erected to facilitate the crossing of the troops and artillery, arrived at Danamunde last night."

Captain Steuart continued at Riga until the enemies' troops were altogether withdrawn from that neighbourhood, when he returned to England in the Reynard, and was promoted to post rank by commission dated Nov. 20, 1812. Previous thereto he had been presented by the Emperor Alexander with the order of St. Wladimir, of the 4th class, as a reward for his zealous co-operation with the Russian commanders.

The following is an extract of a letter from Lord Keith to one of Captain Steuart's friends, dated at Plymouth, April 4, 1813:

"Captain Steuart is also a connexion of mine, being cousin to my late wife. He is an officer I much respect and esteem, and one I should be very glad to have under my command; but I fear I have not influence enough to get him employed. When a secret service was intended here some time ago, I mentioned him to Lord Melville as an officer I wished to have with me; and should any thing of the sort turn up again, I shall not lose the opportunity."

Captain Steuart's next appointment was, Oct. 1, 1814, to the Towey 24, from which ship he was dismissed by the sentence of a court-martial on the East India station, in Dec. 1816.

One of Captain Steuart's brothers (Thomas David) is a

Major in the Bengal cavalry. Another (James) entered the royal navy under Captain Ross Donnelly; assisted at the capture of the Rivoli French 74, and destruction of an 18-gun brig, off Venice, in 1812; was wounded in the Weazle's gallant action with fourteen French gun-boats, April 22, 1813 *; obtained the rank of lieutenant, Dec. 23, 1814; was present at the capitulation of Naples, in 1815; bore a part at the battle of Algiers, Aug. 27, 1816; and died at Calcutta, April 12, 1820, in his 27th year. This gallant and estimable young man had just received his appointment to the command of the Exmouth country ship, and his relatives at Bombay were fondly anticipating his arrival there, when he was suddenly cut off from his family and fair expectations, by an attack of spasmodic cholera, after a short illness of only 12 hours.

Agent.—J. Copland, Esq.

WILLIAM ROBILLIARD, Esq.

Was wounded while serving as midshipman under Captain, (now Sir Philip C.) Durham, at the capture of la Loire, French frigate, Oct. 18, 1798 †. He obtained a lieutenant's commission July 13, 1799; and received the Turkish gold medal for his services during the Egyptian campaign: his promotion to the rank of commander took place Nov. 24, 1808; previous to which we find him acting in the Supérieure brig, stationed at the Leeward Islands ‡.

Captain Robilliard subsequently commanded the Savage, Wanderer, and Podargus; the latter a 14-gun brig, on the Baltic station, where he distinguished himself by his "uncommon exertion, and extreme gallantry," in an action with a Danish squadron, July 7, 1812 §.

This officer's post commission bears date Dec. 14, 1812. He married, July 12, 1820, Martha, daughter of Thomas Clarke, of the island of Antigua, Esq.

Agents.—Messrs. Stilwell.

* See p. 127, *et seq.* † See Vol. I. Part II. p. 452.
‡ See Suppl. Part I. p. 471, *et seq.* § See p. 33, *et seq.*

ALEXANDER RENTON SHARPE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Brother of Lieutenant-General Matthew Sharpe, and formerly an officer in the army. His first naval commission bears date Dec. 8, 1806; and he appears to have been advanced to the rank of commander, Mar. 25, 1809.

On the 1st May, 1811, Captain Sharpe, then in the Scout brig, assisted at the destruction of two French store-ships and an armed transport, all laden with ship-timber, a battery of 4 guns and 1 mortar, and a martello tower, in Sagone bay, Corsica; on which occasion his first Lieutenant (William Neame), boatswain, and 1 man were wounded. The official account of this affair will be found at p. 724, *et seq.* of Vol. II. Part II.

Captain Sharpe's promotion to post rank took place Jan. 22, 1813; and from that period we find him commanding the Hyacinth 24, principally on the Mediterranean and South American stations, till towards the end of 1818. He was nominated a C. B. Dec. 8, 1815.

Agents.—Messrs. Maude and Co.

HON. ROBERT RODNEY.

Fourth son of George, second Lord Rodney, by Anne, daughter of the Hon. Thomas Harley, son of Edward, third Earl of Oxford. He was born May 14, 1786; made lieutenant Aug. 15, 1806; and advanced to the rank of commander early in 1811. His post commission bears date Feb. 22, 1813.

Captain Rodney married, July 20, 1819, Anne, youngest daughter and co-heiress of Thomas Dennett, of Lock Ashurst, co. Sussex, Esq. He became a widower Feb. 24, 1824; and died, in command of the Dryad frigate, July 20, 1826.

ROBERT MITFORD, Esq.

Was made lieutenant in Jan. 1802; commander Feb. 16, 1807; and post-captain Mar. 31, 1813. He commanded the Espoir brig, of 18 guns, at the capture of the islands of Ischia and Procida, in 1809 *; and on the 4th April, 1810, his boats assisted at the destruction of two settees, laden with oil, near the town of Castiglione †: a few days afterwards, they also helped to destroy two sloops, with cargoes, in the bay of Naples.

On the 25th of the same month, the Espoir arrived off Terrecino, in company with the Spartan and Success frigates, commanded by Captains Jahleel Brenton, and John Ayscough. Four square-rigged vessels and several feluccas being discovered there at anchor under a castle, the boats of the squadron were immediately detached to attack them, and Captain Mitford, "with great energy and judgment," ran in and sounded under the various batteries. Shortly afterwards the Spartan and her consorts brought up, and commenced a brisk cannonade; while the boats, under the orders of Lieutenants William Augustus Baumgardt, and George Rose Sartorious, in the face of a heavy fire, gallantly boarded a ship mounting 6 guns, which was obstinately defended by her crew; they also obtained possession of three barks, and brought off their four prizes with no greater loss than one man killed and two seamen wounded.

Captain Mitford subsequently commanded the Minstrel 24, on the Mediterranean station.

Agents.—Messrs. Chard.

HENDERSON BAIN, Esq.

Was made lieutenant in Jan. 1800; promoted to the command of the Harpy sloop, on the Cape of Good Hope station, Mar. 29, 1811; and posted into the Lion 64, flag-

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* See Suppl. Part I. pp. 89—92.

† See *id.* p. 131, *et seq.*

ship of Rear-Admiral (now Sir Charles) Tyler, April 6, 1813. The Harpy assisted at the reduction of Java, in 1811.

Captain Bain married, April 3, 1821, Sarah, eldest daughter of the Rev. W. Haggitt, Chaplain of Chelsea Hospital.

RICHARD SPEAR, Esq.

Was originally a banker's clerk at Dublin. He entered the naval service under the auspices of the first Lord Gardner, and was subsequently patronized by the Marquis of Hastings. We first find him serving as lieutenant of the Conqueror 74, Captain (now Sir Israel) Pellew, at the glorious battle of Trafalgar.

After that tremendous conflict Lieutenant Spear was entrusted with the charge of the Bucentaure 80, (Mons. Villeneuve's late flag-ship) in which he was wrecked, on the 22d Oct. at the entrance of Cadiz bay. His promotion to the rank of commander took place Dec. 24, 1805.

On the 2d Sept. 1811, Captain Spear, then in the Chanticleer brig of 10 guns, was attacked, and nearly captured, by a Danish squadron. The very gallant defence made by his consort, Lieutenant Richard William Simmonds, of the Manly gun-brig, will be seen by the following extracts of a letter from that officer to Sir Henry Edwin Stanhope, the commander-in-chief at Sheerness; dated Christiansand, Norway, Sept. 4:—

"We exchanged numbers with the Chanticleer at 5-30 P. M. on the 1st instant, Drommels bearing N. W. by W., distant about 12 leagues, when she made our signal to pass within hail, which I accordingly complied with, and after waiting on Captain Spear, having no surgeon on board the Manly, and both vessels being bound to one port, I thought it prudent, through his advice, to remain in company with the Chanticleer that night, for the purpose of her surgeon visiting my sick people the next morning, Captain Spear informing me, at the same time, he meant to sail along the coast during the night: the superior sailing of the Chanticleer occasioned me to carry a press of sail, against a heavy head-sea, to keep her company.

"At 1 A. M. she was a long way a-head; and at 2, I observed three strange sail close to her, but could not now discover which was the Chan-

ticleer. I then made the private night signal, which was answered in that direction; and the four vessels being right a-head, I continued my course, endeavouring to come up with them, as I was certain the Chanticleer must be one. About 3-30 I observed a firing amongst them, which gave me suspicion that the three strangers must be enemy's vessels; and conceiving from their superior force the Chanticleer must be in a very perilous situation, I was determined, whatever might be the consequence, not to forsake her, but to share the same fate, and continued under all sail, using every exertion in my power to close with them for her assistance: being confident, from the appearance of the strangers, that their force was more than double ours, both in guns and men, I only thought of selling the Manly as dear as possible, in her support. I could not, however, distinguish which was the Chanticleer, till after I had received the fire of two of the enemy's vessels, which I found to be three Danish brigs of war. I then perceived the Chanticleer to be abaft my larboard beam, making sail from the enemy. The largest brig now tacked to close the Manly: I hauled to the wind, and tacked, with our head to the eastward, to join the Chanticleer, if possible; but she still kept her course, steering from the enemy, and seemed to decline, on her part, to renew the action. I had, however, by this time, for her support, placed the Manly in a situation where it was impossible to avoid it, and the largest of the enemy's brigs, which afterwards proved to be the Loland, coming up on our starboard beam, we received her whole broadside, which did us considerable damage. We instantly returned it, when an action commenced, and continued within musket-shot for the space of 2 hours and 25 minutes, when the other two brigs, which had now left off chasing the Chanticleer, returned to support the Loland, and were within musket-shot, the one endeavouring to take her station on our larboard bow, the other to supply the place of the Loland, who now tacked, and placed herself on our starboard quarter, keeping up a constant fire; nor was it in the smallest degree possible for us to prevent these manœuvres on the part of the enemy, owing to their superior sailing, and we being completely disabled, our head-sails having been all shot away about the beginning of the action, and afterwards our standing and running rigging, with all the other sails entirely cut to pieces; our masts and bowsprit being badly wounded in several places, and 4 guns dismounted: as the fire of all three brigs would have been opened upon us at a very small distance, within the space of 5 minutes, they still continuing to close, and our force consisting of only 37 men and 5 boys; the brig being in a crippled state and quite unmanageable, I conceived it would only have been vain presumption on my part, and a cruel sacrifice of the lives of my brave little crew, to have pretended further resistance against three heavy vessels, each of which, as it afterwards proved, mounted 18 long 18-pounders, especially when there was not the smallest hopes of any assistance, or possibility of escape. I was, therefore, reluctantly compelled to submit to their superior force; and although our loss in men was very trifling, having only 1 killed and 3 wounded, yet, from the length

of time we were exposed to their fire, and the shattered state of the brig at the close of the action, I have to thank the Almighty no more of them fell. The Loland has also suffered considerably; but of their damages and loss of men they avoid letting us gain the least information. The Loland has to get a thorough repair, and is this day getting out her foremast."

The Loland, Captain H. P. Holm, had on board three Lieutenants and 125 men: the other Danish brigs were the Alsen and Samsoe, commanded by first Lieutenants Lutkin and Grothschilling, each having 123 officers and men. The Manly had only ten 18-pounder carronades, and 2 long sixes. Her brave defender was *most honorably acquitted* by a court-martial, at Sheerness, Jan. 6, 1812; and is still a lieutenant. The commander of the Chanticleer obtained post rank, May 3, 1813.

Captain Spear married, in 1809, Anne Maria, only daughter of John Walter, Esq. naval contractor at North Yarmouth.

CLEMENT MILWARD, Esq.

Was made lieutenant in July, 1800; commander June 14, 1809; and post-captain, into the Herald of 20 guns, May 28, 1813. In the course of the latter year he captured a French vessel laden with wine, silks, &c.; an American with a cargo of cotton and sugar; two others laden with sundries, and one in ballast.

This is the officer alluded to at p. 716 of Vol. I. Part II. from whom the late Lord Camelford took the pistol with which he shot Lieutenant Charles Peterson, of H. M. S. Perdrix, at Antigua, Jan. 13, 1798. Mr. Milward was then acting lieutenant of the Favorite sloop, under his lordship's temporary command. The evidence given by him at the court-martial afterwards assembled to try Lord Camelford will be found in the Naval Chronicle, vol. xxii. pp. 309—312, 317, 483, and 490.

Agents.—Messrs. Cooke, Halford & Son.

JAMES BLACK, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Obtained the rank of lieutenant July 20, 1799; and was wounded on board the Mars 74, Captain George Duff, at the memorable battle of Trafalgar *. His commission as commander bears date Sept 8, 1810; at which period he was appointed to the Port d'Espagne sloop. We next find him in the Weazle brig, of 18 guns, on the Mediterranean station.

On the 22d April, 1813, at day-light, the island of Zirona then bearing W. S. W., distant about 4 miles, Captain Black discovered an enemy's convoy close to the main land, making for the ports of Tran and Spalatro, to which he immediately gave chase. As he neared them, the merchant vessels separated, the greater part, together with 10 gun-boats, bearing up for the bay of Boscaline; these he continued in pursuit of under all sail: at 5-30 A. M. they anchored in a line about a mile from the shore, hoisted French colours, and commenced firing at the Weazle; the wind blowing strong at S. E. directly into the bay, her sails and rigging were considerably damaged before she could close with them; and seeing the enemy erecting batteries on shore, Captain Black was at first unwilling to go close in, but at six he anchored with springs upon his cable within pistol-shot of the enemy, and commenced action with them: they stood his fire for about 20 minutes, when the whole cut, ran closer to the shore, and again opened theirs; their increased distance was now too great for the Weazle's carronades to have their proper effect;—she therefore cut, ran within half-pistol shot, and renewed the fight: the enemy then opened their fire from three heavy guns on shore placed at the distance of 30 yards apart, and from 200 or 300 muskets on the heights immediately over her: she continued engaged in this manner until 10 o'clock, when three of the gun-boats struck their colours, two were driven on shore, and one was sent to the bottom. The remainder were soon reinforced by four vessels of similar

* See Vol. II. Part II. p. 966.

description from the eastward, which at first anchored outside the Weazle, and consequently obliged her to engage on both sides; but they shortly after ran in and joined the others, then behind a point of land, where their masts only could be seen from the brig's deck: on forming a junction, the whole began a most destructive fire, their grape-shot striking the Weazle, over the land, in every part, while she could with difficulty man four guns, and at the same time keep the marines and a few sailors at small arms, several of her men being away in prizes, and two boats absent; added to this all her grape was expended. At 3 P. M. the enemy discontinued their fire; but after a silence of 40 minutes they once more commenced, and kept it up, without intermission, till 6-30, when the action entirely ceased for that day.

The Weazle was now in a most critical situation, being but a very few yards from a lee-shore, almost a complete wreck, the whole of her running and greater part of the standing rigging gone, most of the sails cut from the yards, the masts shot through in several places, many shot in the hull (5 between wind and water), 5 men killed and 20 wounded: both her pumps being shot away between decks, it was with great difficulty she could be kept free by constantly baling at the hatchways.

At dark, the Weazle's boats succeeded in destroying the gun-vessels that had struck; also those on shore, and eight sail of merchantmen; bringing away their anchors to supply the place of her own, all of which were rendered unserviceable by shot.

The next morning, at day-light, having then warped a short distance from the land, the Weazle was attacked by the remaining eight gun-boats, and again assailed with a heavy fire of musketry from the heights: this was most annoying, the enemy having taken up a raking position, her last cable being half shot through, and the wind blowing strong into the bay, so that she could not venture to bring her broadside to bear upon them. All this day and night she was employed in warping out, but made very little progress, her crew being so greatly reduced in number, and almost exhausted with fatigue.

On the 24th, the enemy had erected a battery on a point of the bay, close to which the Weazle must necessarily pass; this they opened upon her about noon, when she arrived within range. At 1 P. M. the gun-boats, having pulled out in a line astern, commenced their fire also, and, supported by the musketry from the shore, continued it all the time she was warping out. At 5, they ventured within range of her larboard broadside, but were soon driven off, from which period she received no further annoyance.

The conduct of Captain Black, his officers, and crew, during these three days of most arduous service, deserves the warmest praise; indeed, we are at a loss which most to admire, their determined bravery in action, or their steady perseverance in warping out of the enemy's bay. One of the killed was Mr. James Toby, boatswain; among the wounded (*twenty-five* in number), were Captain Black, Lieutenant Thomas Whaley, Mr. William Simkin, master's-mate, Mr. James Steuart, midshipman *, and Mr. Benjamin Bremmer, carpenter; the first named petty officer lost his right arm early in the action.

Respecting this truly gallant affair, the late Sir Thomas F. Freemantle, under whose orders Captain Black was then serving in the Adriatic, expressed himself as follows:—

"In having the honor of forwarding, for the information of the Lords Commissioners of the Admiralty, Captain Black's report of his attack on an enemy's convoy near Spalatro, it is my duty to represent what his modesty has not allowed him to make an official report of, namely, that he is himself badly wounded by a musket-ball, which passed through his right hand, and now confines him.

"Having made it my business to enquire and examine into all the particulars, I can have no hesitation in saying, that many would have undertaken the enterprise, but few vessels under such circumstances could have been extricated from such a force, and such difficulties, as were opposed to the Weazle. Much credit is due to Captain Black, his officers, and ship's company, for their gallantry, perseverance, and steadiness."

On the 24th May, 1813, the Weazle, in company with the Haughty gun-brig, captured and destroyed six French vessels, laden with grain, from Stagus bound to Cattaro: in the

* See p. 121.

performance of this service, the second master of the Haughty was slightly wounded. Captain Black subsequently assisted at the capture of Mezzo, an island near Ragusa, defended by 5 long 9-pounders, a 5½-inch howitzer, and 60 men, including the commandant: his "zealous and indefatigable exertions" on this occasion will be fully noticed under the head of Captain John Harper, C. B. Another service of a somewhat similar nature, in which he was soon afterwards engaged, is thus described by Rear-Admiral Freemantle:—

"The boats of the Milford, with those of the Weazle, succeeded last night (Aug 4, 1813) in surprising the garrison of Ragosniza. They left this ship after dark, about 7 leagues from the land, and having passed the sea-battery within pistol-shot, unperceived, landed at the back of the island: at day-light, the enemy were saluted with a general cheer from the top of the hill, and our people carried the battery, open in the rear, without much resistance, containing six 24-pounders and two 7½-inch mortars.

"Although I have more than once had occasion to mention the zeal of Captain Black, I should be wanting if I were not to make known his unwearied endeavours to forward the public service, and how much I am indebted for the cordiality with which he received my suggestions: he speaks in high terms of the conduct of all employed. We sustained no loss; the enemy had 2 killed and 1 wounded. They seem to have attached much importance to this place, for the protection of their convoys, as two engineers, with a great number of artificers, were employed erecting a tower at the top of the hill;—those, with an officer of rank, made their escape; a captain, subaltern, and 61 soldiers, remain prisoners. The civic guard laid down their arms, and were permitted to return to their habitations."

On the 18th of the same month, the marines and small-arm men of the Weazle, in conjunction with those of the Saracen and Wizard, brigs, destroyed two batteries, situated on commanding points at the entrance of Boco di Cattaro *. Six days subsequent thereto, Captain Black captured two French gun-vessels, from Fano bound to Otranto. Independent of their respective crews, amounting to 69 men, they had on board 16 military officers and 21 soldiers.

Captain Black's post commission bears date July 29, 1813. He was nominated a C. B. in 1815.

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* See Captain JOHN HARPER, C. B.

JOSEPH NEEDHAM TAYLER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Only surviving son of Samuel Tayler, Esq. senior member of the corporation of Devizes, in Wiltshire, and six times mayor of that borough, by Sally, daughter of the late Joseph Needham, M. D. and niece to Henry Needham, Esq. who was a co-partner with his uncle, Robert Rogers, Esq. in the bank of Childs and Co.*

The subject of this memoir was born at Devizes, in 1785; and he appears to have commenced his professional career under the auspices of Viscount Sidmouth (then Mr. Addington), through whose introduction he was received as midshipman on board the Royal George, a first rate, bearing the flag of Lord Bridport, in 1796. While serving under that distinguished veteran, he witnessed the commencement, renewal, and termination of a most alarming mutiny among the seamen of the Channel fleet †.

In 1799, when Lord Bridport resigned his important command, Mr. Tayler was removed to the Anson frigate, Captain (now Sir Philip C.) Durham, under whom he soon saw some active service, on the coast of la Vendee.

The Anson was also occasionally employed in attendance upon the royal family, at Weymouth; and Mr. Tayler had the honor of being most graciously noticed by our late beloved monarch, upon whom he constantly attended in a boat, whenever his majesty went afloat. We shall here relate a characteristic anecdote of that august personage.

On the 9th Sept. 1799, Captain Durham and his lady gave a grand naval fête on board the Anson, which was attended by their majesties, and all the royal and noble personages then sojourning at Weymouth. In the midst of the entertain-

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* The Taylers are descended from a highly respectable family, long seated in Somersetshire. Captain Tayler's father was commandant of the "Devizes Loyal Volunteers," a corps formed by him during his mayoralty.

† See Vol. I. Part II. pp. 548—557.

ment a courier came alongside, with despatches for the King, who, to the surprise of every one, could not be found among the brilliant assembly. Having dispensed with the usual court attendance on that occasion, he had contrived to withdraw, unperceived, from the scene of gaiety, and found his way to the fore part of the lower-deck, where he was at length discovered by Mr. Tayler, in the act of interrogating an old weather-beaten tar, the ship's company surrounding him, with their hats off, the foremost of them kneeling down, so as not to obstruct the view of those behind, the countenances of the whole beaming with genuine devotion, and all so respectfully silent that a pin might have been heard to fall.

Nor was his majesty less considerate than condescending. Being much pleased with the manner in which the Anson was prepared for his reception, he commanded that she should not accompany him when he next took a cruise, remarking, that her officers would then have an opportunity of shewing the ship, decorated as she was, to all their private friends. By such acts as these did the sovereign of this mighty empire endear himself to every one who had the honor of being admitted into his presence.

On the 27th April, 1800, the Anson captured la Vainqueur, French letter of marque, from Bourdeaux bound to St. Domingo: two days afterwards she fell in with four of the enemy's privateers, which, on discovering her to be a British frigate, made off in different directions. Captain Durham instantly pursued the largest, and gave her a well-aimed broadside when crossing upon opposite tacks, receiving her fire in return. Finding that she outsailed and weathered upon the Anson, he then bore away after one to leeward, which he soon succeeded in capturing. The prize proved to be le Hardi, of 18 guns and 194 men, a very fine ship, just off the stocks. Her consorts were le Braave of 36 guns, le Guêpe 18, and le Druide 16; all belonging to Bourdeaux, and bound on separate cruises.

About the same time, Captain Durham intercepted the governor of Batavia, on his return from Java, in a neutral ship bound to Hamburgh.

The Anson was subsequently employed in convoying a fleet

of transports, &c. to Gibraltar and Minorca. On the 27th June, 1800, she captured seven Spanish merchant vessels, which, with many others, had sought protection under the batteries between Tariffa and Algeziras, where they were also covered by the fire of 25 heavy gun-boats.

Previous to her entering the Mediterranean, the Anson was for several days greatly annoyed by the above flotilla; but she at last managed to cut off two fine vessels, commanded by king's officers, each mounting 2 long 18-pounders and 8 smaller guns, with a complement of 60 men. Finding themselves completely separated from their friends, they pushed for Ceuta, but being closely pursued, were obliged to run upon a rock near the Moorish shore, where they defended themselves very gallantly till the frigate's marines landed on the main, to co-operate with her boats, which had failed in their first attack. The Spaniards then attempted to burn both vessels; but, on receiving a fire of musketry from the foremost boat, in which was Mr. Tayler, they every one jumped overboard, their officers having represented that the British would give no quarter. Many perished, in consequence of this groundless assertion; and some, after reaching the shore, were massacred by the Moors, when flying towards the mountains: a few, who escaped the swords of the barbarians, gladly surrendered to the Anson's people.

One of the vessels was taken possession of by Mr. Tayler's boat, and not boarded by any other till after day-light, at which time several bundles of lighted matches had been found in the hold, and a train of powder laid to the magazine, the door of which was open.

On his return home from Minorca, Mr. Tayler removed with Captain Durham to the Endymion frigate; and we subsequently find him visiting St. Helena and Lisbon. On the 13th April, 1801, that ship captured la Furie, French cutter privateer of 14 guns and 64 men, in sight of a scattered and unprotected fleet, from Brazil bound to Portugal.

Mr. Tayler's first commission as lieutenant bears date April 29, 1802. In the following year he was appointed to the Leopard 50, employed off Boulogne, where he assisted at the cap-

ture of seven French gun vessels, under a smart fire from the batteries on shore.

The Leopard continued on that station till Napoleon Buonaparte abandoned his long cherished design of invading Great Britain; after which she was ordered to escort the Hon. E. I. Company's ships Asia, Lady Burgess, Melville, Nelson, Sovereign, and Walthamstow, to the southward of the Cape Verd islands. We shall here detail the circumstances attending the loss of the Lady Burgess, as no correct account of that melancholy occurrence has ever appeared in print.

The convoy sailed from St. Helen's on the 30th Mar. 1806, and nothing worthy of particular mention happened till April 20, at 2 A. M., when the unfortunate ship in question struck upon Laten's Level, a rocky reef near St. Jago, about 200 feet in length, and 6 feet under water. At day-light she was only visible from the Leopard's mast-head, with her masts all gone, and the sea breaking over her. Lieutenant Tayler immediately *volunteered* his services, and hastened to her assistance, in a 6-oared cutter, followed by another boat that was *ordered* to second his exertions.

The wind was then blowing a strong gale; but, after great perseverance, Lieutenant Tayler got close to the Lady Burgess, where he met her launch, containing 14 or 15 persons, all naked, and without an oar or a sail, almost every thing having been washed overboard when getting her over the side. These people unanimously declared, that it was quite impossible for the cutter to reach any part of the ship, and seemed only anxious to follow the example of their captain, who had quitted her soon after she struck, taking with him 5 ladies and his other cabin passengers.

After giving this boat a spare oar, by means of which, and a blanket, she was enabled to gain the convoy, Lieutenant Tayler attempted to approach the starboard quarter of the Lady Burgess, but was warned to keep off by the poor fellows then clinging to it. Scarcely had they done so, before a heavy sea struck the cutter, and carried a large piece of wreck back to the ship, where it severely bruised several persons by

falling upon her deck. Providentially, the cutter received no damage, although she was within a boat-hook's length of the log, and endeavouring to push clear of it only a moment before.

The cries of the unhappy creatures on board the Lady Burgess were now dreadful in the extreme, and some lifeless bodies soon appeared floating from her in various directions.

Finding it impracticable to take any person from the stern or quarters, Lieutenant Tayler next proceeded under the bows, and, watching the rise of the sea, succeeded repeatedly in throwing a block, with the boat's halliards and sheets attached to it, over the stump of the bowsprit*. The first man that got hold of the rope, thus placed within reach, secured it to his arm, jumped overboard, and was dragged into the cutter; 20 others were successively rescued by the same means; but several unfortunately perished in their attempt to reach the bowsprit. All this time, the Leopard's other boat, commanded by one of her master's-mates, and a cutter belonging to the Lady Burgess, kept to leeward, out of Lieutenant Tayler's sight, and rendered him no assistance.

The last man had hardly been taken out of the sea, when several large sharks made their appearance, adding greatly to the horror of the scene around. Immediately afterwards a tremendous wave shivered the ship to atoms, and precipitated the remainder of her passengers and crew into a still more dreadful surf. The Leopard's cutter was also much damaged, and 2 of her crew sustained considerable injury.

Looking towards the reef, while all hands were busily employed in baling with their hats, Lieutenant Tayler fancied he saw a lady amongst the floating wreck. He instantly lost sight of danger, sung out "give way," and stripped off his coat in readiness to assist her. His men entreated him not to leave the helm, and ceased pulling until he promised to remain there: they then rowed with all their might, and the object of his solicitude was soon snatched from a watery

* Lieutenant Tayler was always remarkable for great strength of arm. He could, with ease, swing a land-lead over the Leopard's fore-top-sail and sprit-sail yards.

grave. The supposed female proved to be Mr. De Burgh, a young cadet, with nothing on but his shirt, and quite unconscious of his wonderful preservation. A sailor and a black man (servant to Colonel Arnold) were subsequently rescued, in accomplishing which the cutter had two oars broken and another of her crew much bruised.

The above 24 individuals, and 6 men who got hold of the main-top, which carried them clear of the reef, were all that Lieutenant Tayler could save, unassisted as he was by any other boat. Indeed, the Leopard's cutter was so full, that the men could not be removed from the top until her yawl joined company, at which period there was not a single ship in sight. The people were then divided between them, and the boats put under their close-reefed mizens; but owing to the great distance, the day was far advanced before they came up with the convoy.

Two of the men taken from the top stated that they had been frequently kept from sinking by a Newfoundland dog; and it is worthy of remark that this animal was also picked up by Lieutenant Tayler, to whom it became so singularly attached, that for some days it would not take food from any one else.

The number of lives lost on the above melancholy occasion amounted to 38, including two soldiers' wives, one child, and four native women. Among those saved were Colonel Arnold and two unmarried ladies of the same name, two others named Hardwick, a Mr. and Mrs. Dixon, and Lieutenant Nook, of H. M. 33d regiment. There is a picture, published by Edward Orme, Nov. 1, 1806, wherein the artist has described Captain Swinton, of the Lady Burgess, and his female companions, escaping into a boat under the bows;—had he been correctly instructed, he would have represented them quitting the ship in the ordinary way.

Having touched at Porto Praya, and escorted the other five Indiaman to lat. 9° N. the Leopard returned to Spithead, where she arrived on the 8th June following. She subsequently proceeded to Halifax, where her captain *, officers,

* The present Rear-Admiral Raggett.

and crew were transferred to the Leander, a worn out 50, then under orders for England.

Lieutenant Tayler's next appointment was, Mar. 16, 1807, to the Maida 74, Captain Samuel Hood Linzee, who gave him the command of a party of seamen, landed to serve in the breaching battery before Copenhagen, during the operations that led to the surrender of the Danish navy; and afterwards encamped under the orders of Sir David Baird. On his return home from Zealand, he was specially employed, as first of the Maida, in dismantling the prizes, and clearing them of their valuable cargoes.

The Maida was paid off, at Portsmouth, Mar. 9, 1808; and in Aug. following, Lieutenant Tayler joined the Spencer 74, bearing the flag of Rear-Admiral (now Sir Robert) Stopford, and employed in the blockade of l'Orient. While serving under that officer, he landed at Quimper and distributed placards relative to the occurrences in Portugal and Spain.

The Spencer being put out of commission, in consequence of her striking upon a rock near the Glenan islands, Lieutenant Tayler was soon afterwards appointed to the Heroine 32, Captain Hood Hanway Christian, which frigate had 2 men wounded in forcing the passage of the Scheldt, between Flushing and Cadsand, Aug. 11, 1809. Speaking of that service, Sir Richard J. Strachan says, "the gallant and seaman-like manner in which the squadron" commanded by Lord William Stuart "was conducted, and their steady and well-directed fire, excited in my breast the warmest sensations of admiration: the army witnessed their exertions with applause." By this event, the navigation of the West Scheldt was opened as far as it could possibly be by the navy.

On her return from the Walcheren expedition, the Heroine was likewise laid up in ordinary, and Lieutenant Tayler remained without any other appointment from Nov. 1809, till June 12, 1810, when he joined the Goldfinch, a 10-gun brig, employed in arming and otherwise assisting the Spanish patriots. From that vessel he was removed to the Sapphire sloop, for a passage to Jamaica, on promotion. Proceeding thither, he visited Trinidad, La Guiara, and the city of Caraccas, in company with the since celebrated General Bolivar.

His advancement to the rank of commander, took place Aug. 27, 1810; but he did not receive his commission (appointing him to the Sparrow brig, of 16 guns) till Feb. 2, 1811.

After cruising, for several months, off St. Domingo and in the Mona passage, Captain Tayler was ordered to accompany the Elk brig, and a fleet of merchantmen from Negril bay to England, where he arrived Sept 27, 1811. In the course of the voyage home, he recaptured a large ship, laden with colonial produce.

When refitted, the Sparrow was attached to the squadron employed on the north coast of Spain, where Captain Tayler soon rendered himself eminently useful in surveying different harbours, particularly Socoa and St. Jean de Luz, and in ascertaining the strength of the different French garrisons along the shore of Biscay; drawing plans of the enemy's works, and obtaining correct information respecting their forces in the interior of that province.

The Sparrow formed part of the squadron under Sir Home Popham at the reduction of Lequitio, June 21, 1812; and the subsequent destruction of the enemy's fortifications at Bermeo, Plencia, Galea, Algorta, Begona, El Campillo, Quersas, Xebiles, and Castro. A detailed account of these operations, which were acknowledged by Lord Wellington to have been of use to his movements, will be found at pp. 523—526 of Vol. II. Part II.

The works at Plencia were destroyed under the immediate superintendence of Captain Tayler, who there had a very narrow escape. Having blown up one angle of the fort, and nearly completed his preparations for demolishing the remainder, he was in the act of jamming a stone into the train-hole, which had been made rather too large, when some gunpowder, in a bag near him, accidentally ignited, and communicating with the mine, caused a premature explosion. The shock stunned him for some time, and part of the ruins, upwards of a ton weight, fell only two feet from him; the gunner, to whose carelessness the accident is to be attributed, nearly lost his sight, and several men were very badly scorched: one poor fellow was blown to the brink of an immense precipice, over which he would have rolled if not timely rescued.

The Sparrow also assisted at the attacks upon Puerta Galetta and Guiteria, July 11 and 18, 1812 *. Shortly after the latter affair, Captain Tayler stood in between the castle of St. Ano and Isle Mouro, at the entrance of St. Andero harbour, keeping up a heavy fire of grape, and effectually covering the debarkation of some men sent from the squadron to erect a battery upon the island. While executing this service, his brig received seven shot from a field piece, in an outwork of 3 long 24-pounders, mounted *en barbette;* but fortunately the French could not depress their heavy guns sufficiently to point them likewise at her hull; and, although her boats and sails were riddled by musketry, she sustained no greater loss than 1 killed and 3 wounded.

On the following day, Captain Tayler again engaged the enemy in front of St. Ano, and, at the same time, the island battery opened a fire upon that castle, which was continued without intermission until it had only one serviceable gun remaining. He subsequently ran through the same narrow passage and closely reconnoitred the harbour; sounding all the way and taking cross bearings for the future guidance of the squadron. The proceedings of a detachment afterwards landed to complete the subjugation of St. Ano, and then to co-operate with the Spanish guerillas in an attack upon St. Andero, have been noticed in our memoir of Rear-Admiral Lake, C. B. who commanded the forces on shore †.

After the evacuation of that town by the French under General Caffarelli, the Sparrow was sent to reconnoitre Santona, Guiteria, and Fontarabia; the fortifications of which were most accurately and fully described in her commander's reports to Sir Home Popham. While surveying the former place she had one man severely wounded by a musket-ball from the shore: the examination of Guiteria also took place so close to the rock that the enemy's shells flew over her. Together with his remarks on Fontarabia, Captain Tayler transmitted a plan for surprising the batteries along the Bidassoa, and destroying the bridge of Irun. His suggestions were

* See Vol II. Part II. p. 526 *et seq.*

† See Vol. I. Part II. p. 707 *et seq.*

highly approved by Sir Home Popham, but there is reason to believe that the scheme was never transmitted to the proper quarter.

Winter was now approaching, and the squadron received orders not to venture to the eastward of Cape Machicao, for fear of being embayed. The Sparrow, however, kept up a communication with that part of the coast, during the whole season; in the course of which she captured a French letter of marque and a brig; the latter laden with cotton and rice. Her log will prove how little she was in port; but that part of her history must be adverted to hereafter.

The gallant defence of Castro, in 1813, "reflects great honor on all concerned;" and as Captain Tayler's exertions on that occasion were particularly meritorious, we shall here give the official account of the manner in which it again fell into the enemy's possession.

"*H. M. sloop Lyra, off Bermeo, May* 13.

"Sir,—In my letter of the 4th instant, I informed you of my arrival off Castro, in company with H. M. sloops Royalist and Sparrow, and that the enemy, having been twice repulsed from before the walls of Castro, had again invested it since the 25th April, with increased forces, and of the measures taken by the squadron to assist in its defence; I have now the honor to communicate to you our subsequent operations.

"On the 5th and 6th, no material movement took place. The enemy were in such numbers in the surrounding villages, that the garrison did not make another sortie after the 4th. We perceived them making fascines in the woods.

"On the 7th, we discovered that they were throwing up a battery to the westward of the town. A 24-pounder was landed with great difficulty, from the Sparrow, on a small island within point-blank shot of it, and a battery erected, which by great exertion was nearly ready for its reception on the following morning, at which time the enemy commenced their fire from two 12-pounders against it, which was briskly returned by the castle, and about 3 P. M. by our 24-pounder, with such effect, that one of their embrasures was rendered perfectly untenable before night. The enemy were discovered also constructing a large battery to the S. W. of the town, within 100 yards of the wall, under cover of a large house, against which the guns of the castle could not be brought to bear. A long brass 12-pounder was mounted on the castle, by the assistance of our people, but it unfortunately burst, after having been fired a few times. The whole of the 9th a heavy fire was kept up on both sides, and every exertion made to strengthen the defences. The most determined spirit of resistance animated the governor, Don. P. P. Alvarez, and every officer and soldier

under his command: the enemy had received signal proofs of their perseverance and courage in the two preceding attacks. We could see troops approaching in every direction, and we received intelligence, that besides the artillery they had received, from Santona, before our arrival, they had also several guns embarked at Portugalette. I therefore took every precaution to prevent their conveyance by sea; sending at one time the Sparrow off that port, and at another the Royalist; and keeping a strict guard of boats by night.

"On the 10th, the enemy commenced throwing shells, with great effect, from a battery they had constructed to the S. E. of the town: they were likewise busily employed in erecting two other batteries, one to the southward of the town, and the other to flank our works on the island. They also sent a strong body of men behind the rocks to annoy our people with musketry, but they were soon dislodged by the fire of a 4-pounder on the island, and two companies of Spanish troops. A battery for another 24-pounder was begun by Captain Tayler, on the island, flanking the enemy's principal work, and the gun mounted and ready for firing at day-light on the 11th. The enemy, at the same moment, opened a very heavy fire from their S. W. battery, with such effect, that, notwithstanding the brisk manner in which it was returned from our 18-pounder carronade mounted on the castle, the troops on the walls, and our battery on the island, they had made a breach large enough to admit 20 men abreast before noon. The enemy were now advancing towards the town in immense numbers; and as our position on the island was not tenable in the event of their storming, I directed Captain Tayler, who had undertaken the management of it, to re-embark the guns and men, and made the necessary arrangements with the governor to embark the garrison, after having destroyed the ordnance and blown up the castle.

"The enemy having destroyed the walls, turned their guns on the town and castle, throwing shells incessantly at the bridge connecting the castle with the landing place, thereby endevouring to cut off the retreat of the garrison. About 9 P. M., at least 3000 men rushed at once into the town, from every quarter, not only by the breaches, but also by scaling. They were most gallantly resisted by the garrison, who disputed the town, house by house, until they were overwhelmed by numbers, and obliged to retreat to the castle. The boats were in readiness to receive them, and they were embarked by companies, under a tremendous fire of musketry, and distributed to the three brigs and Alphea schooner, except two companies, left to defend the castle until the guns, &c. were destroyed. The enemy advanced to the castle, but were successfully resisted until every gun was thrown into the sea; but they unfortunately gained the inner wall before the train for blowing up the castle was set on fire, in consequence of which, that part of my wishes was frustrated; I have, however, the pleasure to say, that every soldier was brought off, and many of the inhabitants. The town was set on fire in many places, and must, I think, have been entirely destroyed. As soon as every thing was embarked, the squadron weighed

and proceeded to Bermeo, where the troops were landed yesterday morning.

"I have the highest gratification in mentioning the cheerful, yet fatiguing exertions of every officer and man employed. Captains Bremer and Tayler contributed, by their advice and assistance, every thing possible for the defence of the place, and the safety of the garrison; indeed one universal feeling of the warmest admiration seemed to animate every one in saving so many brave men's lives. The garrison consisted originally of 1200 men; and, I am happy to say, their loss has been much less than I expected, consisting of about 50 killed, and as many wounded.

"I have great pleasure in informing you, our loss has been trifling to what might have been expected; it consists of 10 wounded, 4 in the Royalist, and 6 in the Sparrow *. Lieutenant Samuel Kentish, of the Royalist, was slightly wounded; and Mr. Charles Thomas Sutton, midshipman, received a ball in the leg, while embarking the garrison, which rendered amputation necessary; Captain Bremer speaks of his general conduct in the highest terms, and I was an eye-witness of his intrepidity in saving the garrison, amidst a shower of musket-balls.

"From the intelligence received, I have every reason to believe there were not less than 13,000 men before Castro: the enemy collected his troops from every post in the province, and seemed determined to take it, let it cost what it would. No terms were ever offered; but as soon as the breach was sufficiently large, they marched to the assault, putting every one to the bayonet, without distinction; I cannot, of course, form any estimate of their loss; but from the fire kept up by the batteries, and by the troops before they retreated, I am persuaded it must have been very great: 140 French prisoners have just arrived at Bermeo, taken by Don Gaspar; I have directed the Royalist and Sparrow to convey them to Corunna, with a company of artillery, part of the late garrison of Castro; and I shall remain with H. M. sloop under my command, to impede the enemy's communication by sea, and prevent any merchant vessels from falling into their hands. I have the honor to be, &c.

(Signed) "ROBERT BLOYE."

"*To Captain Sir George R. Collier, H. M. S. Surveillante.*"

In a letter to Lord Keith, dated May 15, Captain Bloye says:—

"From various reports I have since received, I am informed that the loss of the enemy was so great, that the conquest of Castro, instead of being celebrated as a victory, as was usual on other occasions of any advantage, created a universal gloom amongst them."

Lieutenant M'Donald, the commander of the Alphea schooner, subsequently acquainted his lordship, "that he

* Two of the Sparrow's men had each a limb amputated.

communicated with the coast, after leaving Bermeo, and was informed, that the besiegers of Castro had lost, in the different attacks, at least 2500 men."

The 24-pounders mentioned by Captain Bloye, as landed from the Sparrow, were parbuckled up an almost inaccessible rock, nearly 200 yards high; and had attached to them improved sights, recently invented by her zealous commander, combining the elevation and line of sight in one focus, and enabling him to throw shells with such precision, that two out of every three burst in the French batteries. By means of these new sights, the Sparrow also threw many shells with astonishing effect, while covering the embarkation of the Spanish garrison. The following is given as a proof of the strength of Captain Tayler's nerves.

A considerable number of the enemy being one day seen in column, he had turned his fire upon them, and was in the act of pointing a carronade, trained with its side fronting the nearest French battery, when a 12-pound shot struck it, and made a considerable dent in the upper part of the breech: his men exclaimed "the gun will burst;" but finding that the rammer would go down its whole length, and careless of all danger, he instantly reloaded and discharged it. This gun, the carriage being split, was then lashed to a piece of rock, and constantly fired by Captain Tayler till the evacuation of the island. When subsequently landed at Plymouth, every person in the arsenal expressed the greatest surprise that it had not burst, the indentation being equal to half the diameter of the enemy's shot.

On the 10th June, 1813, being then off Guiteria, with the Constant gun-brig, Lieutenant John Stokes, under his orders, Captain Tayler received a letter from Don Miguel Artola, commandant of a Spanish battalion, stating that he was closely pursued by a very superior force, and in want of British assistance. Prompt measures were immediately adopted for his succour; Lequitio was fixed upon as the place of embarkation; and, in the night, both brigs being pushed close in shore, Captain Tayler had the satisfaction of rescuing 1270 officers and men, the *elite* of the Biscayan army.

After landing Colonel Artola and his corps at St. Andero,

Captain Tayler again made his appearance off Castro, where he arrived just as the enemy were preparing to decamp. Observing an unusual number of men drawn up before the castle, and knowing that he had prevented several cargoes of provisions from reaching them, he suspected they were about to retire, and stood in to enfilade them in their retreat. This obliged the French governor to depart so precipitately, as to prevent him destroying his artillery, &c. or doing any mischief to the works, although a train was already laid to the magazine, and a lighted match left near it. Captain Tayler immediately took possession of the castle, which he found to contain 7 long guns (24 and 12-pounders), 2 carronades, 2 brass howitzers, and a large proportion of powder, shot, shells, and ordnance stores; but no provisions, except a quantity of bread scarcely fit to eat. In a letter to the governor of Bilboa, dated June 23, he says:—

"I have hoisted the Spanish standard, and shall defend it against any predatory attack the enemy may attempt by sea, until a force is sent for its protection. The enormities committed by them at Castro are such as almost to exceed belief. Upwards of 3000 persons were murdered in cold blood; infants at the breast were not spared; women, and even children only 11 years of age, were violated; nearly the whole of the town is burnt to ashes, and the misery of the few surviving inhabitants beggars all description."

It is scarcely necessary to add, that Captain Tayler's "promptitude and zeal," were highly commended by Lord Keith and Sir George R. Collier, the latter of whom reported that "14 of the savage authors of these excesses were taken at Bilboa, after the evacuation of Castro, and deservedly put to death."

The Sparrow was next employed in conveying Captain Freemantle, one of Lord Wellington's aides-de-camp, from Bilboa to Plymouth, with despatches announcing the defeat of Joseph Buonaparte at Vittoria. Had Captain Tayler's plan for cutting off the communication between France and that part of Spain been acted upon, and a seasonable period chosen, the upstart king, and all his army, must have been taken prisoners.

The battle of Vittoria took place the day previous to the recapture of Castro, and led to the siege of St. Sebastian, a for-

tress of essential importance to the farther operations of the campaign. Anxious to assist at its reduction, Captain Tayler lost no time in rejoining the squadron under Sir George R. Collier, who immediately assigned him an employment requiring no little perseverance and skill.

This was to prepare a battery, and mount one of the Sparrow's carronades, on the light-house side; in accomplishing which, he sometimes found it necessary to suspend the gun over deep chasms in the mountain; and then, by means of a cable, made fast to the tops of rugged rocks, and well secured below, to hoist it from one projection to another. So great were the difficulties he had to encounter, and so unfavorable was the state of the weather, that two days elapsed before he could open his fire *.

On the 24th July, two practicable breaches having been effected in the walls of the town, orders were given that they should be stormed, and Captain Tayler was directed, in concert with the small vessels of the squadron, to make a false attack on the north side of Mount Orgullo, commonly called the hill of St. Sebastian. A few soldiers penetrated into the town; but the defences raised by the French being both numerous and strong, and their fire of grape and musketry very destructive, it became necessary to abandon the enterprise, with the loss of nearly 900 men killed, wounded, and missing.

The enemy now increased their fire upon the sailors' breaching battery, and Captain Tayler soon repaired thither, in company with Sir George R. Collier. Shortly afterwards, while levelling one of the guns, he observed the men around him throw themselves to the ground, and looking up, to ascertain the cause, discovered a falling shell immediately above him. The fuse cut his hat, and gave him a severe contusion in the forehead, which was likewise much lacerated; both bones of his left leg were fractured in two places; he received a dangerous wound in the groin; and was otherwise most dreadfully injured.

A letter, of which the following is an extract, was subse-

* See Vol. II. Part II. p. 528.

quently addressed to Captain Tayler, by his commander-in-chief:

"*Queen Charlotte, Aug.* 5, 1813.

"Sir,—I have heard with great regret, that you have been so severely wounded in the breaching battery before St. Sebastian, and that you are not likely, for some time, to be able to attend to your duty.

"Having frequently had occasion to commend your zeal and activity, which you have manifested in the different services upon which you have been employed on the north coast of Spain, I have not failed, in this instance, to represent to the Lords Commissioners of the Admiralty, the additional claim which your present severe wounds give you to their lordships' consideration, and to express a hope that they will be pleased to indulge you with an acting commander until you are again able to resume your duty. With this view, I have appointed Lieutenant John Campbell to take charge of the Sparrow, and convey you to Plymouth, with the least possible delay, in order that you may receive the best surgical assistance * *.

(Signed) "KEITH, Admiral."

We have now to remark, that the Sparrow was more at sea in 1812 and 1813, than any sloop belonging to the Plymouth station, on which there then were fourteen others, all commanded by officers senior in rank to Captain Tayler, whose wonderful activity caused the port-admiral, Sir Robert Calder, truly to predict that he would be the first promoted. When obliged to come into harbour for provisions, &c. she seldom remained at anchor upwards of 30 hours; her crew, on those occasions, were always granted permission to go ashore, one watch at a time; and, although limited to 6 hours' leave, they never broke it: the discipline on board the brig was so well-established, that only 5 men were punished at the gangway in a whole year; and not a man was ever allowed to be "started." The following is a verbatim copy of an epistle written to Captain Tayler the day before he left her:—

"Honord Sir,—By the request of the Ship's Company we have now made bold to trouble you with a letter, to inform you of the treatment we have met with since it has been your misfortune to receive the wounds, and before unknown to you. Our usage from the first Lieut. has been so very indifferent, that some of us have nearly been in the act of putting an end to our lives. As it is our misfortune to loose you, we request to be drafted or a change of Lieut. We also request that your honor will be pleased to give us a Character to the Captain who we understand is appointed to command his Majesty's sloop Sparrow. He shall, as long as we are in the ship, find us diligent and obedient, and always ready to obey commands.

We all pray, sincerely pray, for your recovery—may the Lord be pleased for to heal your Wounds quickly, that you may be able to obtain all that so good and so brave a Commander as you are is worthy of—believe us, my good Sir, that there is not a man in the Ship's Crew that would not risk his life in your defence. We humbly request your honor will excuse our troubling you in your present situation. We remain your ever obedient and humble Servants,

(Signed) "" "Petty Officers and Seamen of his Majesty's Sloop Sparrow."

This letter requires no comment; but we cannot refrain from adding, that when Captain Tayler was hoisted over the side, to go to sick-quarters, every sailor and marine in the brig shed tears. The first lieutenant, of whose treatment they complained, is now no more.

Captain Tayler was landed at Plymouth, Aug. 9, 1813, at which time his shattered bones were protruding about four inches through the integuments of the leg, accompanied with a laceration and destruction of the surrounding fleshy parts, more extensive than any injury of the kind (where the limb was saved) that had ever come under the observation of Dr. Andrew Baird, then an Inspector of Naval Hospitals, who says, "I can never forget the tranquillity of mind he evinced, and the patient resignation with which he bore his long confinement and severe sufferings, to which may be ascribed his recovery."

It is also certified by Stephen Love Hammick, Esq. the late surgeon of Plymouth hospital, through whose great practical skill, and constant kind attention, Captain Tayler was at length enabled to go about upon crutches, "that he was confined to his bed for twenty-eight weeks, without having it once made up;" nor was he sufficiently recovered to leave that institution till May 26, 1814: "the present appearance of the leg will prove the extent of his sufferings and danger; it has become considerably shortened, and is greatly exposed to inflammation, so as to render his situation much less fortunate than if it had been altogether removed."

Captain Tayler was advanced to post rank Aug. 6, 1813; granted a pension of 200*l.*, since increased to 250*l.* per annum, Nov. 12, 1814; and nominated a C. B. in Oct. 1815. On the latter occasion, he received a letter from his early

patron and steadfast friend, of which the following is a copy:—

"Dear Sir,—I need not assure you of the infinite satisfaction afforded me by the information which I received some days ago from Lord Melville, of the intention of H. R H. the Prince Regent to confer upon you a mark of distinction, in consideration of your zealous and meritorious services. I am, dear Sir, Your sincere friend,

"SIDMOUTH."

In addition to the above honorable rewards, the Patriotic Society voted Captain Tayler 100*l.* for the purchase of a sword or vase; and the Corporation of Devizes presented him with the freedom of that borough, in a manner highly gratifying to his feelings.

Captain Tayler has always been considered the first broad-swordsman in the naval service; and the very same exercise which he introduced in the Leopard, Maida, Spencer, Heroine, Goldfinch, and Sparrow, has since been adopted at the Horse Guards; but even there some superior cuts are not known, that he is able to shew. During his voyage from the West Indies to England, in 1811, he framed a code of signals, *to be made by means of telegraphic* SHADES *instead of* FLAGS; and invented a transporting carriage for ships' guns, when landed for field service, the want of which was much felt by the naval brigade at Copenhagen: his improved sights for sea-ordnance we have already noticed. Since the peace, he has submitted different plans to the Admiralty, with many practical observations on naval gunnery; the following is an extract of his correspondence:—

"*Feb.* 19, 1822.

"My Lords,—Having lately read a publication by Sir Howard Douglas and Colonel Congreve on naval gunnery, exhibiting a new invention of sights for ships' guns, I beg to call your lordships' attention to a similar plan I had the honor of transmitting to the Board of Admiralty in the year 1815. Presuming, from the silence observed, that their lordships did not deem it prudent to bring into general practice any important improvements made during peace, I refrained from troubling them with other plans connected therewith; but as Sir H. Douglas's publication is *now sanctioned* by your lordships, I beg leave to know if it is correct that a committee of naval officers are employed arranging a new system of naval gunnery; and if so, whether any practical experiments made during the war will be deemed useful for their information * * * * *. I gave the sights I invented on board the Sparrow to Captain John Parish, in the year 1812, and he states,

that after witnessing the surprising precision with which the captains of the guns fired, he called a boy, and directed him to fire when the sights were in one with the object—the boy levelled the gun and shot away the flag-staff, notwithstanding the vessel had considerable motion. When practising on board the Sparrow, three successive shot passed through the aperture made by the first shot in the centre of a target. In stating these facts to your lordships, *I merely wish to attach this invention to the naval service.*

(Signed) "J. N. TAYLER."

This officer's eldest brother, Lieutenant Samuel Tayler, of the 13th light dragoons, was killed in Portugal; another, Major Thomas Tayler, of the Bengal 9th native infantry, died in the East Indies. His sister is the widow of the Rev. Bowen Thickens, of Broughton Hall, near Lechdale, Gloucestershire.

Agents.—Messrs. Maude and Co.

JOHN FORDYCE MAPLES, Esq.

A Companion of the Most Honorable Military Order of the Bath.

ENTERED the navy, as a midshipman on board the Triumph 74, commanded by the late Admiral Philip Affleck, Oct. 5, 1782; and subsequently had the honor of serving with Prince William Henry (now Duke of Clarence) in the Hebe frigate, bearing the broad pendant of the Hon. J. Leveson Gower *. He afterwards joined the Blonde 32, Captain William Affleck; and removed from her to the Centurion 50, flag-ship of his early patron, on the Jamaica station, in 1791 †.

On the 16th April, 1793, Mr. Maples, then master's-mate of the Penelope 32, Captain Bartholomew S. Rowley, assisted at the capture of le Gœlan French corvette, and in Sept. following, he was present at the occupation of Jeremie, St. Domingo, by the naval and military forces under Commodore Ford and Lieutenant-Colonel Whitelocke; also at the capture of about 2000 tons of shipping laden with colonial pro-

* See Vol. I. Part I. pp. 7 and 167

† See *id* Part II. note † at p. 568.

duce, two neutral vessels with cargoes, and an armed schooner, in the bays near St. Louis. On the 25th Nov. l'Inconstante frigate, struck her tri-coloured flag to the Penelope and Iphigenia, after exchanging a few broadsides, and sustaining a loss of 6 men killed and 21, including her captain, wounded. In this affair, the former British ship had 1 man slain and 7 wounded.

At the commencement of 1794, the Penelope was employed in the blockade of Port-au-Prince; and soon afterwards in covering the debarkation of the troops under Lieutenant-Colonel Whitelocke, near Cape Tiberoon. She subsequently engaged the batteries of Aux Cayes, and brought out from thence several loaded merchantmen.

Mr. Maples next joined the Europa 50, bearing the broad pendant of Commodore Ford, at Cape Nichola Mole, where he appears to have been employed for several weeks, in a fort named after that officer, by whom he was appointed lieutenant of la Magicienne 32, a few days subsequent to the reduction of Port-au-Prince, which took place June 4, 1794*. La Magicienne's loss by yellow fever, while co-operating with the army under Brigadier-General Whyte, in the vain attempt to complete the subjugation of the French posts in St. Domingo, amounted to about 70 officers and men.

In the spring of 1796, la Magicienne, then commanded by Captain William Henry Ricketts, was employed off Havre, under the orders of Sir W. Sidney Smith; and in the ensuing autumn, we find her returning to the Jamaica station, where she soon made many captures. Among them were le Cerf Volant corvette, having on board despatches for the French Directory, and delegates from the southern department of St. Domingo to the National Assembly; la Fortune privateer, of 8 guns and 74 men; le Poisson Volant, of 12 guns and 80 men; and two Spanish brigs, laden with cocoa. In Jan. and Feb. 1797, her boats, under the command of Lieutenant Maples, cut out two French privateers and a Spanish armed brig from different anchorages at the west end of Porto Rico;

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* See Vol. I. Part II. note † at p. 805 *at seq.*

and on the 6th April following, in conjunction with those of the Regulus 44, they effected the destruction of eleven sail of merchantmen in the harbour of Cape Roxo, spiked 4 guns on shore, and brought out two vessels, without the loss of a man. At this period, Mr. Maples was first lieutenant of la Magicienne.

A "spirited and well-timed attack" subsequently made upon an armed sloop and some schooners, employed as transports, by which the whole of our western possessions in St. Domingo were prevented from falling into the hands of the enemy, is thus officially described by Captain Ricketts:—

"*La Magicienne, in Careasse bay, April* 24, 1797.

"On Sunday the 23d instant, when doubling Cape Tiberoon, in company with the Regulus and Fortune, schooner, we discovered a 6-gun sloop and four schooners at anchor in this bay, which convinced me that the post of Irois was attacked. Soon after, the alarm gun was fired at the fort. As no time was to be lost in endeavouring to counteract the views of the enemy, we stood in and anchored; then commenced a heavy cannonade, and had the good fortune, in a short time, to drive them into the mountains. Their field-pieces, ammunition, provisions, and vessels laden with necessaries for carrying on the siege, fell into our hands.

"The good conduct of every officer and man belonging to our little squadron, manifested itself upon this occasion, as well as upon many others since I have had the honor to command it. I have to regret the loss of 4 men killed, and Mr. Morgan, master's-mate, and 10 men wounded in la Magicienne's boat, when endeavouring to tow out the sloop."

That vessel was boarded and taken in tow, by Lieutenant Maples, under a tremendous fire of round shot, grape, and musketry. On the 28th Sept. following, he had 2 men badly wounded in an unsuccessful attack upon some small privateers at Porto Paix; and he also commanded the boats of la Magicienne at the capture of one, mounting 2 guns, near Cape Causedo, Dec. 22, in the same year. Five days afterwards, le Brutus of 9 guns, a merchant ship, three brigs, and a schooner, were taken in Guadilla bay, Porto Rico, by the squadron under Captain Ricketts. The frigate, on this latter occasion, had 5 men wounded.

La Magicienne and her consorts were next employed in dislodging a large body of brigands, who had established themselves in Platform bay, and began to fortify an eminence

commanding the adjacent country. This service was performed in conjunction with 250 British troops, conveyed thither from Cape Nichola Mole, by whom the enemy were kept in check while the seamen embarked and brought off a 13-inch mortar, several heavy guns, and four row-boats, intended for privateering.

On the 19th Mar. 1798, Lieutenant Maples landed, with 100 men under his command, to do garrison duty at Irois. Returning on board from thence, he was slightly wounded by a musket ball in the right leg, and one of his party was killed close to him. In 1799, he had the direction of several boat enterprises, and succeeded in capturing many merchant vessels.

From la Magicienne, Lieutenant Maples was removed to the Queen 98, bearing the flag of Sir Hyde Parker, Bart. whose fortunes he followed during the remainder of the revolutionary war. At the battle of Copenhagen, April 2, 1801, he served as a volunteer with Nelson's division; and, after that event, he appears to have acted as commander, in the Otter fire-vessel, for a period of three months. His subsequent appointments were to the Ganges 74, Prince George 98, Defence 74, Tigre 80, and Naiad 38. The former ship accompanied a squadron of observation to Jamaica at the close of 1801; the latter, commanded by Captain Thomas Dundas, was one of Nelson's repeating frigates on the ever memorable 21st Oct. 1805.

We afterwards find Lieutenant Maples successively serving as first of the Mars and Atlas, third rates, on the North Sea, Baltic, and Cadiz stations. His promotion to the rank of commander took place Oct. 21, 1810; at which period he was appointed to the Ætna bomb, employed in the defence of Isla de Leon. The harassing nature of that service will be seen by reference to the memoirs of Captains James Sanders, Sir Thomas Fellowes, William Shepheard, &c.

In 1813, Captain Maples commanded the Pelican brig, of 385 tons, mounting sixteen 32-pounder carronades and 2 long sixes, with an established complement of 120 officers, men and boys. The service for which he obtained post rank is thus described by him in an official letter to Vice-Admiral

Thornbrough, commander-in-chief at Cork, dated off St. David's Head, Aug. 18:—

"At four o'clock this morning I saw a vessel on fire, and a brig standing from her, which I soon discovered to be a cruiser; made all sail in chase, and at 5-30 came alongside of her; she having shortened sail and made herself clear for an obstinate resistance. After giving her three cheers, our action commenced, which was kept up with great spirit on both sides 43 minutes. We then lay her along-side, and were in the act of boarding, when she struck her colours. She proves to be the United States' sloop Argus, of 360 tons, eighteen 24-pounders, and 2 long 12-pounders; had on board when she sailed from America, two months since, a complement of 149 men, but in the action 127; commanded by Lieutenant-Commandant William Henry Allen, who, I regret to say, was wounded early in the battle, and has since suffered amputation of his left thigh.

"No eulogium I could use would do sufficient justice to the merits of my gallant officers and crew, which consisted of 116; the cool courage they displayed, and the precision of their fire, could only be equalled by their zeal to distinguish themselves; but I must beg leave to call your attention to the conduct of my first lieutenant, Thomas Welsh, of Mr. William Glanville, acting master, Mr William Ingram, purser, who volunteered his services on deck, and Mr. Richard Scott, boatswain.

"Our loss, I am happy to say, is small. Mr. William Young, master's-mate, slain in the moment of victory, while animating, by his courage and example, all around him, and one able seaman killed; five other men wounded, who are doing well: that of the enemy I have not yet been able to ascertain."

The Argus had 13 killed and mortally wounded, including among the latter her commander and 2 midshipmen: her other wounded consisted of the first lieutenant, W. H. Watson, and 13 men. When afterwards surveyed, at Plymouth, she was found to measure only 316 tons.

In this action Captain Maples had a narrow escape: a spent canister-shot struck, with some degree of force, one of his waistcoat buttons, and then fell on the deck. He was promoted to post-rank Aug. 23, 1813, and nominated a C. B. in Oct. 1815; since which latter period he has not been employed.

This officer married, in 1814, the widow of Mr. John Carthew, attorney, of Woodbridge, Suffolk, brother to Rear-Admiral Carthew.

Agents.—Messrs. Chard.

ROBERT BLOYE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer served as lieutenant under Earl St. Vincent; obtained the rank of commander Aug. 4, 1806; and was appointed to the Lyra brig about Jan. 1810. His subsequent services, on the north coast of Spain, have been noticed in our memoirs of Sir George R. Collier and Captain Joseph Needham Tayler, C. B.* He was advanced to post rank Sept. 23, 1813; and nominated a C. B. in 1815.

THOMAS EDWARD SYMONDS, Esq.

Was made commander Jan. 22, 1806; and appointed to the Tweed, a new 18-gun sloop, fitting for the Jamaica station, in the spring of 1807. His conduct while employed in co-operation with the Spanish troops investing the city of St. Domingo is thus described by Captain William Pryce Cumby, in an official letter to Vice-Admiral B. S. Rowley, dated July 7, 1809:—

"This despatch will be delivered to you by Captain Symonds, of the Tweed, to whose zealous attention in conducting the sloops, schooners, and guard-boats, during a close and vigorous blockade of two months, I owe considerable obligation; and although the services of the squadron you did me the honor to place under my orders may not have been of a brilliant nature, I trust I may be permitted on this occasion, to bear testimony to the unremitting perseverance with which the vessels maintained the stations assigned them, through all the variety of weather incident to the season, on a steep and dangerous shore, where no anchorage was to be obtained, as well as to the vigilance and alacrity of those men who were employed in the night guard-boats, by whose united exertions the enemy's accustomed supply by sea was entirely cut off, and the surrender of the city greatly accelerated†."

In Oct. 1810, Captain Symonds, then on the North Sea station, captured the Steinbill, Danish cutter privateer, of 10 guns and 30 men. He continued to command the Tweed until his promotion to post rank, Sept. 29, 1813.

Agents.—Messrs. Stilwell.

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* See Vol. II. Part II. pp. 525—532; and Suppl. Part III. pp. 140—143.

† See Vol. II. Part II. small type at p. 970, *et seq.*

WESTBY PERCIVAL, Esq.

Knight of the Imperial Austrian Order of Leopold.

This officer was made a lieutenant in Oct. 1800; promoted to the command of the Paulina brig, Sept. 14, 1808; and posted into the Milford 74, bearing the flag of Rear-Admiral Freemantle, on the Mediterranean station, Oct. 16, 1813. The cross of the above order was conferred upon him for his services in the Adriatic, during the campaigns of 1813 and 1814.

Agents.—Messrs. Stilwell.

JOHN TAILOUR, Esq.

Entered the navy under the auspices of the late Admiral Sir Thomas Pasley, Bart. and served as midshipman, on board the Alfred 74, Captain John Bazely, at the defeat of the French fleet by Earl Howe, June 1, 1794. We subsequently find him in the Blenheim 90, which ship formed part of Vice-Admiral Hotham's fleet at the destruction of l'Alcide 74, off the Hières islands, July 13, 1795 *. After that affair, he joined le Censeur, a prize 74, commanded by Captain (now Sir John) Gore, with whom he was taken prisoner, when returning to England, Oct. 7, 1795 †.

Mr. Tailour was next received on board the Royal George, a first rate, bearing the flag of Lord Bridport, from whom he received an order to act as lieutenant of the Medusa troop-ship, during the general mutiny at Spithead ‡. His promotion to that rank took place in July, 1797; from which period he appears to have served in the Phaëton frigate until the peace of Amiens. The services performed by that active and successful cruiser will be seen by reference to our memoirs

* See Vol. I. Part I. pp. 75—78, and note at p. 254.

† See Suppl. Part II. p. 473, *et seq.*

‡ See Vol. II. Part II. p. 583.

of the Hon. Sir Robert Stopford, Sir James Nicoll Morris, and Captain Francis Beaufort. *

Lieutenant Tailour's next appointment was to be first of the Hindostan 54, armed *en flute*, and commanded by Captain Le Gros; which ship sailed from Plymouth with stores for the use of the Mediterranean fleet, February 12, 1804. The following account of her destruction by fire, is taken from Captain Brenton's Naval History, Vol. III. p. 394 *et seq.*

"The Hindostan, a ship built for an Indiaman, of 1100 tons burden, was loaded with every article of which the British squadron could be supposed to stand in need. Her crew consisted of about 300 people, including passengers, women, and children; she arrived at Gibraltar in March, and sailed immediately, in company with the Phœbe frigate, to join Lord Nelson off Toulon. On the 30th, she was separated from her consort, in a heavy gale of wind, in the gulf of Lyons; and on the 2nd of April, at 7 in the morning, when no ship was in sight, and she was thirteen leagues from the land, smoke was observed to issue from the fore-hatchway. The hammocks were instantly got on deck, and the drum beat to quarters. The fire engine was set to work, but with little effect; the smoke encreased so much, as to prevent the people working on the orlop-deck; the hatches were therefore laid over and secured, the ports barred in, and every measure resorted to, in order to prevent the circulation of air. In the mean time she hove-to, and hoisted the boats out; but to prevent the people rushing into them, the marines were kept under arms. Prepared for the worst, they made all sail for the land: providentially the wind was fair, and they stood in for the bay of Rosas, with signals of distress flying at each mast-head, but no vessel was in sight to afford them relief. The fire rapidly increasing, the exertions of the captain and his noble crew increased with the danger. Water was thrown down in torrents, and part of the powder was destroyed or thrown overboard; in doing this one man was suffocated, and the people were again forced to quit the lower decks.

"At 2 P.M., when they had been seven hours contending with the flames, they made the land. The joy of this discovery is not to be described or felt by any but those who have been in such a perilous situation; but they had still much to do; the land was five leagues off, and at half-past two, the flames flew up the fore and main hatchways as high as the lower yards. Some of the men now jumped overboard to get to the boats, and many of them were drowned.† Tarpaulins were kept over the hatches, and water was still poured down, by which means the flames subsided a little.

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* See Vol. I. Part I. p. 355; *id.* Part II, p. 489, *et seq.*; and Suppl. Part II. p. 84.

† Only 2 we believe. The total number that perished, first and last, certainly did not exceed 5; we rather think that it was but 3.

Many of the people lay apparently lifeless on the decks from suffocation. The crisis was fast approaching, when human fortitude could do no more. Had not the officers been steady, all must have perished: the mizen mast was set on fire in the captain's cabin, and the flames bursting from all the lee ports. At 5 o'clock they ran the ship on shore, about a mile from the beach, in the bay of Rosas. The Spanish boats came off to their assistance, but were afraid to approach near enough to be of any service. At 5-30 she was on fire fore and aft, when, with an heroic self-devotion, which can never be sufficiently extolled, they first sent away the women, the children, the sick, and the foreigners; after which, the good and gallant captain with his brave adherents, quitted the Hindostan, and had scarcely reached the shore when she blew up."

In a letter to Earl St. Vincent, dated April 19, 1804, Lord Nelson, speaking of Captain Le Gros, says:—

"If his account be correct (he is now on his trial), he had great merit from the order in which his ship was kept. It must have arisen either from some of the medicine chests breaking, or from wet getting down, which caused things to heat. The preservation of the crew seems little short of a miracle. I never read such a journal of exertions in my life."

By the sentence of the court-martial, the captain, officers, and crew of the Hindostan were all most honorably acquitted; and it is scarcely necessary to add, that much credit was given to them for fighting so long with the flames.

Lieutenant Tailour was subsequently appointed second of the Excellent, 74, Captain (now Vice-admiral) Frank Sotheron, under whom he served at the defence of Gaeta and capture of Capri, in 1806*.

We next find him first of la Nereide frigate, Captain Robert Corbett, and accompanying the expedition under General Whitelocke to Buenos Ayres. In the following year, 1808, he joined the Tigre, 80, Captain Benjamin Hallowell, on the Mediterranean station.

The very gallant exploit for which Lieutenant Tailour was promoted to the rank of Commander has been briefly noticed at p. 483 of Vol. I. Part II., and is thus fully described by Lord Collingwood, in an official letter to the Admiralty, dated November 1, 1809:—

"When the enemy's convoy was chased on the 23d ultimo†, their trans-

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* See Vol. I. Part I. p. 315 *et seq.*

† See Vol. I. Part I. p. 282 *et seq.*

ports separated from the ships of war, and under the protection of an armed store-ship, two bombards, and a xebec, made for the bay of Rosas. When the ships of war were disposed of, as related in my letter of yesterday, the transports and their escort became the object of my attention; and on the 29th, the Apollo was sent off Rosas, to examine what vessels were there, and how far they were in a situation assailable.

"The next day I appointed the ships and brigs as per margin* for this service, under the orders of Captain Hallowell, to bring them out if the wind was favourable, or otherwise to destroy them. The state of the wind and sea would not permit this operation until last night; when, after dark, the detachment bore up for the bay, and anchored about five miles from the castle of Rosas; under the protection of which work, of Trinity fort, and of several other newly-erected batteries, the convoy, consisting of 11 vessels, 5 of them armed, were moored.

"The boats being arranged in separate divisions, the whole were put under the orders of Lieutenant *Tailour*, first of the Tigre, and proceeded to the attack of the enemy; who, although he could have had no previous intimation of such an enterprise against him, was found vigilant, and completely on his guard. The ship, which was a smaller sort of frigate, was enclosed in boarding-nettings, and a gun-boat advanced a-head of her for the look-out. On being hailed, and the alarm gun fired, our boats stretched out, the crews at the highest pitch of animation, filling the air with their cheers; each division took the part previously allotted to it: the armed ship was boarded at all points, and carried in a few minutes, notwithstanding the spirited and sturdy resistance which the enemy made; all their armed vessels were well defended, but the British seamen and marines, determined to subdue them, were not to be repelled, even by a force found to be double that which was expected; and, besides the opposition made by the vessels, the guns from the castle, the forts in the bay, the gun-boats and musketry from the beach, kept a constant fire on them. On the opening of day, every ship and vessel was either burnt or brought off, aided by the light winds which then came from the land.

"*I cannot conclude this narrative without an expression of the sentiment which the execution of this bold enterprise has inspired me with, and the respect and admiration I feel for those who performed it.*"

"In the first place, success greatly depended upon the previous arrangement which was made by Captain Hallowell, with a judgment and foresight that distinguishes that officer in every service he is employed on; the division of the boats, the preparation of fire materials, and providing them with every

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* Tigre; Cumberland 74, Captain *Hon. Philip Wodehouse*; Volontaire 38, Captain *Charles Bullen*; Apollo 38, Captain *Bridges Wathinson Taylor*; Topaze 36, Captain *Henry Hope*; Philomel 18, Captain *George Crawley*; Scout 18, Captain *William Raitt*; and Tuscan 16, Captain *John Wilson*.

implement that contingency could require, established confidence throughout the whole; and in this, he was ably assisted by the experience and zeal of Captains Wodehouse, Bullen, Taylor, and Hope. The brigs were under sail, as near the vessels attacked as the light winds would allow, and Captain Hallowell speaks in high terms of praise of their commanders. *Lieutenant Tailour led to the assault in a most gallant manner, and was followed by the other officers, as if each was ambitious of his place, and desired to be first;* the whole party bravely maintained the character which British seamen have established for themselves.

"I am sorry I have to add, that the loss has been considerable *. Lieutenant Tait, of the Volontaire, an excellent and brave young officer, and Mr. Caldwell, master's-mate of the Tigre, a youth of great promise, were the only officers slain.

"Many officers in the fleet were desirous of being volunteers in this service. I could not resist the earnest request of Lieutenants Lord Viscount Balgonie, the Hon. James Ashley Maude, and the Hon. William Waldegrave, of the Ville de Paris, to have the command of boats, in which they displayed that spirit which is inherent in them.

"I transmit Captain Hallowell's letter relating his proceedings, with lists of the officers who commanded boats, and had appointments in this service; and of the vessels burnt and captured."

Captain Hallowell, in his report to the commander-in-chief, acquainted his lordship, that the spirited manner in which Lieutenant Tailour led the boats on to the attack, "commanded the admiration of every one present." The officers employed in the boats under him were as follow:—

In the TIGRE's,—*Lieutenants* Augustus William James Clifford, Edward Boxer, William Waterface, Gawen William Hamilton, John Brulton; *Messrs.* James Caldwell, Joshua Kynson, (mates); Dey Richard Syer †, Hon. Robert Cavendish Spencer, Henry Fawcett, George Francis Bridges, George Sandys, James Athill, Hon. George James Perceval, James Montagu, Frederick Noel (midshipmen); and Alexander Hosack, assistant-surgeon.

CUMBERLAND'S,—*Lieutenants* John Murray, Richard Stuart ‡, and William Bradley (the latter acting); *Captain* Edward Bailie (R. M.); *Messrs.* John Webster (mate ‡), Charles Robert Milbourne, Henry Wise, William Hollinshed Brady ‡, and Annesley Blackmore, midshipmen.

VOLONTAIRE'S,—*Lieutenants* Dalhousie Tait, Samuel Sison, Hon. James Ashley Maude ‡, William Burton, and Duncan Campbell (the two latter R. M.); *Messrs.* John Bannatyne, Thomas Randall (mates); Richard Stephens Harness, Henry John Leeke, and John Armstead ‡, (midshipmen (the latter belonging to the Ville de Paris).

APOLLO's,—*Lieutenants* James Begbie ‡, Robert Cutts Barton, and

* Grand total 15 killed and 55 wounded.

† Severely wounded. ‡ Slightly wounded.

John Forster*; *Messrs.* Henry William De Chair, William Plant (mates); James Dunderdale, Henry Lancaster (midshipmen); and John Oliver French, clerk.

TOPAZE'S,—*Lieutenants* Charles Hammond, James Dunn, William Rawlins, Viscount Balgonie, (and William Halsted, R. M.); *Messrs.* Alexander Boyter (mate), Joseph Hume, Hungerford Luthill, and Harry Nicholas, midshipmen.

PHILOMEL'S,—None reported.

SCOUT'S,—*Lieutenants* John Tarrant and Hon. William Waldegrave; *Mr.* Davy, midshipman of the Ville de Paris.

TUSCAN'S,—*Lieutenant* Pascoe Dunn†, *Messrs.* John M'Dougall, Charles Gray (mates, both belonging to the Ville de Paris); and John Stiddy, midshipman.

List of the French vessels.

La Lamproie, of 600 tons, pierced for 22 guns on the *main-deck*, mounting 16 long 9-pounders, with a complement of 110 men; la Victoire, bombard, of 14 long 6-pounders and 80 men; one government store-vessel, and four transports:—*burnt.*

Le Normande, xebec, of 10 long 4-pounders and 48 men; le Grondeur, bombard, of 8 long 6-pounders and 45 men, laden with biscuit; and two transports, of 200 tons each:—*brought out.*

While in the act of boarding la Lamproie, Lieutenant Tailour was very severely wounded in the head, near the temple, notwithstanding which he continued among the foremost in the fight. His commission as a commander was dated back to Nov. 1, 1809.

Towards the end of 1810, Captain Tailour received an appointment to the Regulus troop-ship, in which he continued, on very active service, till his advancement to post rank, Oct. 26, 1813. In 1815, he commanded the Comus 22, on the coast of Africa, under the orders of Commodore Thomas Browne, whose successful exertions in suppressing the slave trade have been noticed at p. 708 *et seq.* of Vol. II. Part II.

Captain Tailour's last appointment was, Nov. 6, 1815, to the Tonnant 80, bearing the flag of Sir Benjamin Hallowell, at Cork; where he is said to have had two ribs broken by missiles, while attempting to quell a riot, in 1817. He continued to serve as Sir Benjamin's flag-captain, until the expiration of that officer's command on the Irish station.

Agent.—J. Copland, Esq.

* Severely wounded. † Slightly wounded.

JOHN SMITH, (A.) Esq.

A Companion of the Most Honorable Military Order of the Bath.

A NATIVE of Aberdeen. This officer served as acting master of the Egmont 74, at the defeat of the Spanish fleet, off Cape St. Vincent, February 14, 1797;* and was first lieutenant of the Africa 64, at the ever-memorable battle of Trafalgar†: his commission as a commander bears date December, 24, 1805.

Captain Smith's subsequent appointments were to the Devastation bomb, Magnet brig, and Beagle of 18 guns. The latter vessel formed part of the squadron under Sir George R. Collier, at the reduction of St. Sebastian, in 1813.‡ He obtained post-rank October 27, in the same year; and was nominated a C. B. December 8, 1815.

Agent.—J. Dufaur, Esq.

GORDON THOMAS FALCON, Esq.

RECEIVED his first commission in May, 1800; served as lieutenant under the late Hon. Sir. George C. Berkeley, in the Leopard 50, and Barfleur 98, on the Halifax and Lisbon stations§; was made commander, into the Melpomene troop-ship, March 13, 1811; advanced to post rank October 29, 1813, and appointed to the Cyane, rated at 22 guns, but mounting 32, in March 1814. His very gallant defence of that ship against the Constitution, an American *forty-four*, has been recently described in our memoir of Captain the Hon. George Douglas‖.

Captain Falcon's next appointment was, June 24, 1817, to the Tyne 26, fitting for South America; from whence she

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* See Vol. I. Part I. p. 255. † See *id.* Part II. p. 763.
‡ See Vol. II. Part II. pp. 528-532.
§ See Vol. II. Part II. pp. 892-897. ‖ See pp. 58-61.

returned home with specie to the amount of nearly 700,000*l.* sterling, October 16, 1820. He has since commanded the Spartiate 76, and Wellesley 74, which ships successively bore the flag of Sir George Eyre, on the above station.

Agent.—Sir F. M. Ommanney.

WATKIN OWEN PELL, Esq.

A NATIVE of Northamptonshire. This officer entered the navy under the auspices of Earl Spencer, and first embarked as midshipman on board la Loire frigate, Captain James N. Newman, April 3, 1799. On the 5th February, 1800, he had the misfortune to lose his left leg in action with la Pallas French frigate, the capture of which has been recorded at pp. 248-250 of Vol. II. Part I.

During the peace of Amiens, Mr. Pell served under Captain, (now Sir James Athol) Wood, in the Acasta 40; and he appears to have continued with that officer till October, 1804. We next find him joining the Veteran 64, commanded by Captain Newman, with whom he removed to the Vanguard, 74, at Jamaica, in July 1805. The latter ship being paid off, towards the close of the same year, he was then received on board la Virginie frigate, in which he remained, under Captain Edward Brace, till his promotion to the rank of lieutenant, November 11, 1806.

On the 4th of April, 1808, Mr. Pell, then first of the Mercury 28*, commanded a division of boats at the capture of seven Spanish tartans, loaded with valuable ship timber, for the arsenal at Cadiz; the dashing manner in which this service was executed, under the directions of Lieutenant Allan Stewart, of the Alceste, will be seen by reference to p. 802 of Vol. II. Part II.

The important services performed by the Mercury and her boats, between October 1808, and February 1810, have been noticed in our memoir of Captain the Hon. Henry Duncan, C.B., who thus describes the capture of la Leda†.

* Captain James A. Gordon. † See Vol. II. Part II. p. 990.

"*Mercury, off Rovigno, 2nd April*, 1809.

"Sir,—The boats of H. M. ship under my command, last night, cut out of the harbour of Rovigno, and from under a very heavy fire of great guns and musketry, la Leda, Venetian gun-boat, carrying one long 24-pounder and six large swivels; another of the same description was lying close to her, and would certainly have been captured also, had not a fog unexpectedly come on, which completely deranged the plan of attack, thereby obliging the boats to tow the vessel out, under the additional fire of five guns on an island, which was to have been stormed by the marines. When the strength and situation of the harbour of Rovigno are considered (the entrance not being more than 100 yards wide); that the gun-boats were moored close to two heavy batteries, and that they were so well prepared as to fire several times before our boats got up; that they had been reinforced that evening by a detachment of soldiers, and had boarding-nettings nearly up to their mast-heads: I do not think more bravery was ever displayed, than by the officers, seamen, and marines employed on this occasion. They were commanded and led on in the most gallant manner by the first lieutenant, Watkin Owen Pell, who received two severe wounds in boarding, and has before lost a leg in the service of his country. Enclosed is a list of the killed and wounded, and the names of the officers employed on this service*. I have the honor to be, &c.

(Signed) "HENRY DUNCAN."

"*To Captain William Hoste, H. M. S. Amphion.*"

While endeavoring to get though la Leda's boarding-netting, Lieutenant Pell received the contents of a blunderbuss in his right hand and arm, which were perforated by no less than *seven* balls. The officers employed under his orders on this occasion were Lieutenant Robert James Gordon; Mr. Richard Hildyard, master; Lieutenant James Whylock, R. M.; Messrs. Stirling, Wilkes, Parker, and Adams, midshipmen; Mr. Robert Williams, assistant surgeon; Mr. George Anderson, captain's-clerk; and Mr. Jeremiah Crawley, carpenter. The following is a copy of Captain Duncan's official letter reporting the capture of la Pugliese:—

"*Mercury, off Manfredonia, Sept.* 8, 1809.

"In obedience to your orders of the 31st ult. to endeavour to take or destroy the enemy's schooner in the harbour of Barletta, I have the honor to inform you, that we got off the port on the 2d instant; but the weather would not allow of our making the attempt till last night, when she was boarded, and carried in the most gallant style, by the boats of H. M. ship under my command. She proves to be the French schooner of war la Pug-

* 1 killed, 4 severely wounded.

liese, launched at Barletta about three months ago, pierced for 10 guns, had on board 5 six-pounders and 2 eighteens, commanded by an enseigne de vaisseau, with a complement of 50 men, but had only 31 on board, who were so prepared for the attack, as to be able to fire on our boats before they got alongside.

"It gives me most sincere pleasure to add, that this service has been performed without a man being hurt on our side; and as, besides her own means of defence, she was moored with eight cables inside, and almost touching a mole lined with musketry, and within musket-shot of a castle mounting 8 guns, and of two armed feluccas, from under which fire she was towed without rudder or sails, I must principally attribute this good fortune to the judicious and prompt manner in which the attack was made, which strongly marks the judgment and gallantry of the first Lieutenant, Pell, who directed it. He speaks in the highest terms of the assistance he received from the second Lieutenant, Gordon, Lieutenant Whylock, R. M., Mr. Sandell the gunner, and Mr. Anderson, captains-clerk, each of whom commanded a boat; and of the excellent good conduct of the other officers, seamen, and marines, employed under him. I have the honor to be, &c.

(Signed) "HY. DUNCAN."

"*To Captain Hargood, H. M. S. Northumberland.*"

In Aug. 1809, the Patriotic Society voted Lieutenant Pell 80*l.* for the purchase of a sword; and he was subsequently presented with another by Captain Duncan, through whose generous and unremitting exertions in his behalf, he obtained the rank of Commander, Mar. 29, 1810.

From Nov. 11, 1810, until Dec. 5, 1811, we find Captain Pell commanding the Thunder bomb, and actively employed in the defence of Cadiz. At the latter period he was detached, in company with the Stately 64, Druid frigate, and several gun-boats, to co-operate with the garrison of Tariffa, then besieged by 10,000 French troops, under Marshal Victor *. After contributing to the safety of that place, he resumed his former station before fort Catalina; and continued to protect Isla de Leon, until the whole of the enemy's works were abandoned, in Aug. 1812.

The Thunder was next employed on the coast of Valencia, from whence she returned home in Sept. 1813. On the 9th of the ensuing month, Captain Pell reported the capture of

* See Vol II. Part I. p. 298.

† See Suppl. Part II. p. 325, *et seq.*

le Neptune, French privateer, mounting 16 guns, with a complement of 65 men; the following is an extract of his official letter:—

"At 8-30 A. M., Owers light bearing N. N. E., observed a lugger to windward, under easy sail; altered our course to near the shore, and took in the studding-sails; the lugger immediately bore up and followed; at 10-30, she came up on the larboard quarter, and hailed us to bring to and strike; her decks were full of men, in readiness for boarding. She put her helm up to lay us alongside, we put ours down, and fired four guns and a volley of musketry; she fell on board, and was carried in the most gallant style by boarding. The enemy had 4 men killed and 10 wounded; 5 very severely, 1 since dead: I am happy to say, that we had only 2 men wounded."

Captain Pell's post commission bears date Nov. 1, 1813. His last appointment was, Oct. 4, 1814, to the Menai 24, in which ship, after serving for some time on the Irish station, he joined Rear-Admiral Griffith, at Bermuda, from whence he was sent, with a small force under his orders, to cruise in the bay of Fundy. We lastly find him employed off the Chesapeake, and in visiting several American ports, subsequent to the termination of hostilities. The Menai was paid off at Chatham, in Feb. 1817.

Captain Pell did not retire to private life without undergoing the ordeal of a court-martial, a circumstance which, in justice to his character, we must here record.

A midshipman of the Menai, named Butcher, who had always been treated with extreme kindness and consideration, requited his commander's friendly regard with a degree of perfidy and ingratitude of which, to the honor of human nature, instances are very rare. Without any assignable, or even conceivable reason, he brought charges against him, of a description equally malicious and ridiculous; and which, indeed, bore upon the very face of them their own refutation. To repeat the whole would be both tedious and useless:—one was, that he had made an improper conversion of ship's stores; another, that he had cut the standing stays, and lashed them with eyes abaft the masts; a third, that he had ordered a red ensign to be entered as blown away, although not hoisted on the day that it was expended; and a fourth, that he had threatened to flog a midshipman. It is sufficient to state, that the

charges exhibited against Captain Pell were declared to be "*scandalous, vexatious, and frivolous*, tending to the subversion of all discipline in his Majesty's service;" and that Captain Pell was consequently acquitted of all and every part of them. At the close of the proceedings, the president addressed the exonerated party thus :—

"Captain Pell,—I have peculiar pleasure in restoring your sword to you, and I most sincerely hope, you will long continue to wield it with the same honor and advantage to your country, which have distinguished all your public services. In returning your sword to you, I have the further satisfaction to say, that it is pure, and unsullied by the *foul, wicked, and diabolical attack* upon your honor."

Mr. Butcher's base conduct met with its due reward. The Admiralty immediately directed, that he should no longer continue in his Majesty's service, and ordered Captain Pell to mark upon his discharge ticket that he was dismissed from it by their lordships' order, without any certificates.

Agents.—Messrs. Stilwell.

JOHN BAYLEY, Esq.

Obtained post rank December 4, 1813; and subsequently commanded the Cornwallis 74, bearing the flag of Sir George Burlton, K.C.B. on the East India station.

Agents.—Messrs. Stilwell.

EDWARD GREY, Esq.

Entered the royal navy in 1778, under the auspices of the late Rear-admiral Kempenfelt, with whom he successively served in the Alexander 74, Britannia of 100 guns, and Victory of similar force. The former first rate bore the flag of Vice-Admiral Darby, at the relief of Gibraltar, in April, 1781; the latter was the flag-ship of Mr. Grey's patron, when that officer encountered Mons. de Guichen, December 12 following*.

We next find the subject of this memoir acting as fourth

* See Vol. I. Part I. p. 58 *et seq.*; and *id.* Part II. note at p. 450 *et seq.*

lieutenant of the Alexander, Captain Lord Longford, at the relief of the above fortress by Lord Howe, in 1782. After passing his examination in 1785, he became a part-owner and master of a merchant vessel, and spent seven years in trading between London and Bourdeaux.

At the commencement of the French revolutionary war, Mr. Grey abandoned his mercantile pursuits, and again joined the Britannia, then bearing the flag of Vice-admiral Hotham, under whom he served at the occupation of Toulon, in August, 1793*. On the 29th of the following month, he was promoted, by Lord Hood, into the Windsor Castle 98. His subsequent appointments were, January 16, 1794, to l'Eclair sloop; October 26, 1794, to the Romulus frigate; March 16, 1795, to the Britannia; January 17, 1796, to the St. George, 98; and, February 13, in the same year, to be an agent of transports at Leghorn. The retreat of the British from that place, on the approach of the republican forces under Napoleon Buonaparte, is thus described by Captain Thomas Francis Freemantle, in a letter to Sir John Jervis, dated June 30, 1796:—

"I had the honor of acquainting you on the 23d instant, of the supposed forcible entry of the French troops into Tuscany, and their intended invasion of Leghorn. On the 24th, I attended a meeting of the Consul and Factory, where the information that had been received was communicated; and having assured them, that I would remain at anchor in the road for their protection, until the enemy obliged me to weigh, the merchants prepared to embark their goods on board the transports, &c. which were immediately ordered out of the mole; and I requested Captain Craven to use every dispatch in getting the large ships' lower masts, spars, &c. launched and secured on board the transports. On the 25th many of the merchant vessels, and the Elizabeth transport, which was sheathing in the inner mole, were got out, and the masts lashed alongside the latter.

"On the 26th, the Gorgon arrived, and the remaining large spars were launched and sent to that ship; when having got certain information of the intention of the enemy, who slept at Pantedera, only eighteen miles from Leghorn, I ordered the whole of the convoy, amounting to twenty-three sail of square-rigged vessels and fourteen tartans, to get under weigh at daylight on the 27th: a little after noon on that day, the French entered

* See Vol. I. Part I. p. 60.

Leghorn, and began firing at the Inconstant, when I got under weigh with the only vessel remaining, which was a prize to l'Aigle, a brig laden with ship timber. Two small privateers endeavoured to cut her off, which obliged us to tack and support her, and occasioned some few shot being exchanged, which, however, did no damage. All the shipping, nearly the whole of the English property, and all his Majesty's naval stores and provisions, have been saved; every British subject, and all the emigrés desirous of leaving Tuscany, have been received on board the convoy.

"I feel myself particularly obliged to Lieutenant Grey, employed in the transport service, for his great exertions in getting the stores, &c. off; and great credit is due to Mr. Heatly, agent-victualler, who was indefatigable in saving the provisions, wine, &c."

In 1797, Lieutenant Grey was appointed first of the Adamant 50, Captain William Hotham, under whose command he continued during the remainder of the war. The following is a copy of the letter which procured him superior rank:—

"*H. M. S. Adamant, Cape of Good Hope, August*, 1, 1801.

"My Lord,—I have no other reason for taking the liberty of intruding this letter upon your lordship, than that it accompanies one written by the first lieutenant of the Adamant.

"After a long series of approved, but unsuccessful service, and in no instance, perhaps, has he been more unfortunate, than in those active times, serving with an insignificant person like myself, who has no other way of making up for it, than by endeavouring to introduce him to that patronage which has ever been conspicuous for its disposition to reward real merit; it would be unjust in me, if I were to withhold that commendation, which the conduct of this gentleman most strongly exacts from me. It is a tribute justly due to the character of an officer, whose exertions have been uniform and unremitting to blend the strictest discipline of service with the happiness and comfort of those who serve under him. He has twice, since the Adamant has been in this country, performed actions which required the coolest judgment, and the most determined intrepidity. I allude to the destroying la Preneuse frigate, under her own batteries, and bringing her captain and officers prisoners on board this ship; and to his having, on another occasion, and a more difficult one, proceeded above the buoys at the entrance of Port Louis, in the Mauritius, and brought out a ship*, which I fancied, had insulted the British flag. On this latter service, Mr. Grey had two men killed and ten wounded: the enemy's loss was much more considerable. I take this opportunity of offering my best wishes for your lordship's health; being, with the greatest respect, your lordship's obliged, and obedient, humble servant,

(Signed) "W. HOTHAM."

"*To Earl St. Vincent, Admiralty.*"

* Under Hamburgh colours.

La Preneuse was a French frigate of the largest class, commanded by Mons. l'Hermite, an officer of distinguished talents, who had cruised with much activity and success against our trade in the Indian seas. The manner in which her destruction was effected, is thus described by Mr. James :—

"On the 11th Dec. 1799, in the forenoon, the British 74 gun-ship Tremendous, Captain John Osborn, and 50 gun-ship Adamant, Captain William Hotham, cruising off Port Louis, in the Isle of France, discovered and chased the Preneuse; who, finding it impossible to escape from the Adamant, ran herself on shore on the west side of the river Tombeau, about 3 miles from Port Louis, and near to some batteries. At 3 P.M. the frigate cut away all her masts; and at 3-30, in conjunction with the batteries, opened a fire upon the Adamant, who was using every exertion to work up to her. At 5-30 P.M. the latter opened a fire in return; and in about 15 minutes afterwards, the Preneuse hauled in her ensign from the quarter, as a signal of submission; whereupon the Adamant discontinued the action.

"After a communication between the two British captains, Captain Osborn consented that two boats of the Adamant and one of the Tremendous should be sent in to attempt to destroy the French frigate. Accordingly, at 7 P.M., one 12 and two 6-oared cutters, containing about 35 men, and placed under the orders of Lieutenant Edward Grey, put off from the Adamant, to execute the service entrusted to them.

"At about 8 P. M., the French batteries began firing shot and shells at the boats and at the Adamant, who was still working up towards the object of attack. At about 9 P. M., just as the boats were getting alongside of the Preneuse, two of her launches, filled with men, pulled from her towards the shore. Shortly afterwards, Lieutenant Grey and his party, under a heavy fire still kept up from the batteries, gallantly boarded the French frigate. Having removed Captain l'Hermite, 14 or 15 other officers, and a few men, all that remained in her, and, greatly to Lieutenant Grey's credit, saved as much as possible of the private property belonging to them, Lieutenant Grey set fire to and destroyed the Preneuse, and returned to the Adamant without the loss of a man."

This officer's promotion to the rank of commander took place April 29, 1802. From Mar. 1803 until Aug. 1810, he superintended the impress service at Hull, where, by his zealous and unremitted exertions, he secured the services of no less than 2,305 seamen; a number considerably greater, we believe, than ever had been raised at that port by any of his predecessors.

Captain Grey's next appointment was, Aug. 12, 1812, to

the Fairy of 18 guns, in which sloop he continued until his advancement to post rank, Dec. 4, 1813. He obtained the out-pension of Greenwich Hospital, Oct. 14, 1815; and died at Holy Island, co. Durham, Nov. 1, 1825.

HENRY JAMES LYFORD, Esq.

A NATIVE of Winchester. He entered the navy as midshipman on board the Romulus 36, Captain Thomas Lenox Frederick, Mar. 26, 1790; joined the Hebe 38, Captain Alexander Hood, Dec. 30, 1791; and removed to the Lowestoffe 32, Captain William Wolseley, Nov. 22, 1792. In the latter frigate, he was present at the occupation of Toulon, by Lord Hood; at the attack upon Fornelli, in Corsica, Sept. 30, 1793; and at the siege of St. Fiorenzo, in Feb. 1794 *. During the subsequent operations against Bastia, &c. he served on shore, under the orders of the immortal Nelson.

After the reduction of Corsica, Mr. Lyford returned home with Captain Wolseley, in the Imperieuse frigate; and we subsequently find him serving, for a short period, under Captain Bartholomew Samuel Rowley, in the Cumberland 74. On the 18th April, 1795, he joined the Romney 50, bearing the flag of Sir James Wallace, commander-in-chief at Newfoundland; from which ship he removed, with Captain (now Vice-Admiral) Sotheron, to the Latona frigate, July 22, 1797. His first commission bears date Mar. 16, 1799.

At this latter period, Mr. Lyford was appointed to the Blonde 32, armed *en flûte*, which ship formed part of the squadron employed in conveying Russian troops from Revel to the Helder, in the autumn of 1799 †.

Mr. Lyford's next appointment was, Feb. 6, 1800, to be second lieutenant of the Elephant 74, Captain Thomas Foley; and in that ship he again had the honor of fighting un-

* See Vol. II. Part I. note † at p. 189 *et seq.* and Vol. I. Part I. p. 250.

† See Vol. I. Part. II. p. 415. N. B. The Blonde was commanded by Captain Daniel Dobrée, who obtained post rank April 29, 1802; and died at Ramsbury, co. Wilts, in 1814.

der the immediate eye of Nelson, at the battle of Copenhagen, April 2, 1801 *.

In our memoir of Sir Thomas Foley, we have incorrectly stated, that the Elephant was put out of commission soon after her return from the Baltic. On the contrary, she formed part of a squadron of observation on the Jamaica station, during the peace of Amiens; and was employed in the blockade of St. Domingo, from the renewal of hostilities until the evacuation of Cape François †. On the 30th June, 1803, being then under the command of Captain George Dundas, she assisted at the capture of la Creole French frigate; and on the 25th of the following month, sustained some slight damage in her hull, bowsprit, sails, and rigging, while vainly endeavouring to prevent the escape of the 74 which was afterwards encountered by Captain John Maitland in the Boadicea ‡.

Mr. Lyford, who had become first lieutenant of the Elephant previous to her coming home from the Baltic, was promoted to the command of the Mondovi brig, May 8, 1804; and appointed to the Proselyte 24, fitting as a mortar-vessel for the Baltic station, Feb. 26, 1808.

On the 10th Oct. following, the Proselyte was stationed as a floating light off the island of Anholt, where she continued until destroyed by the ice, Jan. 5, 1809. The following is a copy of Captain Lyford's official letter on that occasion:—

"Sir,—It is with extreme regret I have to inform you, for the information of the Lords Commissioners of the Admiralty, of the loss of H. M. ship Proselyte, late under my command. She was surrounded with ice on the night of the 4th instant, and, at day-light next morning, I observed that the surface of the water was completely frozen, so as to render it utterly impossible to cut her out: at the same time I found that the whole body of ice was setting us fast towards the reef, without the least probability of our clearing it. At 2 P. M. the ship took the ground, and from the immense pressure of the ice, on the larboard side, she immediately fell over on the starboard beam. I expected every moment she would upset, and in this doubtful state we remained until 4-30, A. M. when we perceived that the ice was stationary. The wind now increased to a gale, the ship

* See Vol. I Part I. p. 365. † See Vol. I. Part II. p. 815.
‡ See *id.* p. 843 *et seq.*

was bilged, the rudder gone, and the stern-post much shook. Being well convinced that it was utterly impossible to save H. M. ship, and that the lives of the people depended on our immediately quitting her, I summoned my officers, who were of the same opinion. At 8 A. M. we left the ship, and after a most severe and hazardous walk on the ice, for nearly 8 miles, we with the utmost difficulty reached the island, and I am happy to say, without the loss of a single man; but some are much frost bitten and others very severely injured by falls. I cannot conclude without expressing my approbation of the cool and steady conduct of my officers and ship's company on this trying occasion. I have the honor to remain, &c.

(Signed) "H. LYFORD."

"*To Rear-Admiral Sir R. G. Keats, K. B.*"

Nothing could exceed the kindness and humanity with which Captain Lyford and his companions were received by the governor and inhabitants of Anholt. The former granted them permission to depart from thence, on terms alike honorable to both parties, whenever an opportunity might offer; the latter generously furnished them with all the means of subsistence in their power. The prospect of getting away, however, was very remote; and the supply of provisions so small, that it was found necessary to go upon an allowance of 8 ounces of rye bread, and one dried skate between every three men, per diem. Their whole stock of bread was soon expended; the poor Danes were almost as badly off as themselves. The frost continued with unabated severity, and nothing short of death by starvation appeared to be the ultimate destiny of all.

After remaining in this state of misery nearly six weeks, a favorable change of weather took place, and Mr. William Snuggs Gammon, senior lieutenant of the Proselyte (the first person who reached Anholt, on the 6th January), volunteered with 6 men, to proceed in a boat to Gottenburgh; an undertaking of the most hazardous nature, as the sea was still covered with floating ice; notwithstanding which, he persevered until he arrived within a few miles of the British shipping in that harbour; when finding it impossible to approach them any nearer in the boat, he set out on foot, taking with him only one man: and after experiencing much difficulty and danger, at length succeeded in getting on board the flag-ship.

No sooner was the distressed situation of the Proselyte's officers and crew made known to the squadron at Gottenburgh, than Captain George Acklom, of the Ranger sloop, most handsomely offered to work his ship through the ice, and proceed to their relief, which he happily effected on the 22 d Feb., bringing with him a letter from Sir R. G. Keats, to Captain Lyford, of which the following is a copy :—

"Dear Sir,—I have heard of your misfortune with the greater concern, as Mr. Gammon informs me you are indisposed, and suffer a dejection to prey on your spirits; but I hope the speedy appearance of the Ranger will not only dispel all gloom, but give you and your unfortunate crew every assistance and relief. If my opinion can in any state operate to place your mind at ease, I can with great truth assure you, that I am satisfied, that so far from the loss of the Proselyte operating unfavorably to you, I feel convinced the contrary will be the case. For I really consider much praise is due to you, for having so perseveringly kept on your station, in compliance with your orders; and it will afford me pleasure to hear, that you are early put into the command of a much better ship. I am, dear sir, your sincere and very obedient and humble servant.

(Signed) "R. G. KEATS."

Captain Lyford left the island of Anholt on the 22d Feb. but not before he had had the satisfaction of seeing the Danish inhabitants placed in possession of all that their wants required. In July following, he was appointed to command a division of gun-boats attached to the Walcheren expedition*; and Aug. 18, 1812, to the Erebus of 18 guns, on the Baltic station, where he continued, under the orders of Sir James Saumarez, until his advancement to post rank, Dec. 4, 1813.

This officer married Miss Binfield, the daughter of a deceased clergyman. His brother is a surgeon, in practice at Winchester.

Agents.—Messrs. Stilwell.

THOMAS FORTESCUE KENNEDY, Esq.

Is a son of the late Dr. Kennedy, Physician to our present monarch, when Prince of Wales, and an Inspector-General

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* See Suppl. Part I. p. 71, *et seq.*

of army hospitals, by the third daughter of the late Thomas Chamberlaine, of Wardington, co. Oxford, Esq. *

This officer was born in 1776; and placed upon the books of the Colossus 74, Captain Hugh C. Christian, Aug. 12, 1789. He entered the navy under the patronage of the late Lord Hood, and first went to sea in the Pomona frigate, Captain Henry Savage, with whom he sailed for Africa, and the West Indies, in Sept. 1789. On his return to England, in May, 1790, he joined the Colossus; and subsequently, the Crescent frigate, Captain William Young; Alcide 74, Captain Sir Andrew Snape Douglas; and Bonetta sloop, Captain William Elliot; under whose successor, the present Sir Graham Moore, he continued to serve until the commencement of the French revolutionary war. The Bonetta was successively employed on the coasts of Ireland, Scotland, and England, at Newfoundland, and in the river Scheldt. We next find him in the Terrible 74, Captain Skeffington Lutwidge, one of Lord Hood's fleet, at the occupation of Toulon. During the siege of that place by the republican forces, he was occasionally employed in the batteries on shore; and he obtained great praise from Sir Hyde Parker, the captain of the fleet, for his exertions in embarking and bringing off more than 60 unfortunate emigrants, chiefly females, at the very moment when their blood-thirsty countrymen were rushing into the town.

After the evacuation of Toulon, Mr. Kennedy was received on board the Victory, Lord Hood's flag-ship, for a passage to Gibraltar; from whence he returned home, master's-mate of la Sybille frigate, Captain Edward Cooke, towards the end of 1794.

La Sybille was paid off soon after her arrival; and while she was repairing, Mr. Kennedy served as midshipman under Lord Garlies, now Earl of Galloway, in the Lively 36. On

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* Dr. Kennedy died in April, 1795, after a long illness occasioned by excessive fatigue, in the performance of his duty on the continent, under the Duke of York. He was descended from an ancient family of that name in the north of Ireland.

her being re-commissioned by Captain Cooke he again joined that officer, through whose recommendation he was appointed one of her lieutenants, by commission dated July 6, 1796.

After cruising for a considerable time on the coasts of France, Portugal, and Spain, la Sybille was ordered to convoy the Scotch brigade from Gibraltar to the Cape of Good Hope. In 1797, we find her escorting a fleet to China, on which occasion she was accompanied by the Fox frigate, and Trident 64, both commanded by officers junior to Captain Cooke. Her subsequent proceedings have been fully described at pp. 584—588 of Vol. I. Part II. It is therefore sufficient to state, that Lieutenant Kennedy, with 10 men, boarded and took possession of one of the three Spanish gun-vessels mentioned at p. 585; and that he commanded her until she was broke up after the attack upon Sambangen, in the island of Majindinao. On the 19th Jan. 1798, when one of the other prizes broke adrift from the Fox and foundered, his little craft was towed under water by la Sybille, and only saved through great promptitude in cutting the hawser.

Being obliged to leave la Sybille, in consequence of ill health, Lieutenant Kennedy returned to England from Canton, a passenger on board the Hon. Company's ship Warley, in Oct. 1798. His next appointment was, Nov. following, to the Triumph 74, in which he served under Captains William Essington, Thomas Seccombe, Eliab Harvey, and Sir Robert Barlow, on the Channel and Mediterranean stations, until the autumn of 1802.

In Oct. 1803, the subject of this memoir commanded a tender, employed in conveying impressed men from Dublin to Plymouth; and while absent on that service he was applied for by Captain Harvey, to be his first lieutenant, in the Temeraire 98. The very conspicuous part borne by that ship at the glorious battle of Trafalgar, is thus minutely described by Mr. James:—

"After the Temeraire had, instead of leading the column as at first proposed, been directed to take her station astern of the Victory, the dismantled state of the latter, from the enemy's shot, rendered it very difficult for the former to avoid going a-head of her leader; and to keep astern she was obliged, besides cutting away her studding-sails, occasionally to yaw or make a traverse in her course. Hence the Temeraire shared with the

Victory, although by no means to so great an extent, the damage and loss sustained by the head of the weather column from the enemy's heavy and incessant raking fire. Shortly after the Victory had poured her larboard broadside into the Bucentaure's stern, the Temeraire opened her fire at the Neptune and Redoubtable. When the Victory put her helm a-port to steer towards the Redoubtable, the Temeraire, to keep clear of her leader, was compelled to do the same; receiving as she passed the Redoubtable a fire that carried away the head of her mizen-top-mast. When the Victory again brought her head to the northward, the Temeraire stood slowly on a short distance to the S. E.; and then hauled up to pass through the enemy's line. Meanwhile the Victory had dropped alongside the Redoubtable, and the two ships were paying off to the eastward.

"Scarcely had she begun to haul up, so as to avoid being raked by the Neptune, (French 80) ere the Temeraire discovered, through the smoke, the Redoubtable, (74) driving towards and almost on board of her. Even had the breeze, now barely sufficient to fill the sails, permitted the Temeraire to manœuvre to clear herself from the Redoubtable, the Neptune, who, to avoid getting foul of the Redoubtable and Victory, had wore and come to again, with her larboard broadside bearing upon the starboard bow of the Temeraire, opened so heavy a raking fire, that in a few minutes the latter's fore-yard and main-top-mast were shot away, and her fore-mast and bowsprit, particularly the latter, greatly damaged. In this unmanageable state, the Temeraire could do no more than continue to cannonade the Redoubtable with her larboard guns. This she did until the latter having closed her lower-deck ports, fell on board, her bowsprit passing over the British ship's gangway, a little before the main-rigging, where, in order to have the benefit of bestowing a raking fire, the crew of the Temeraire immediately lashed it. The effect of this raking fire was terrible upon the crew of the Redoubtable, the whole of whom were then assembled upon the forecastle, gangway, and quarter-deck. Nearly 200 were placed *hors de combat.*

"Less considerate than either of her antagonists about fire, although in equal if not greater danger from its effects, the Redoubtable continued throwing hand-grenades from her tops and yard-arms, some of which set fire to her own larboard fore-chains and starboard fore-shrouds. The fire from the shrouds presently communicated to the foresail of the Temeraire, but, by the active exertions of the forecastle men, the flames on board both ships were presently extinguished. The Victory's crew, after having put out a fire that had spread itself among some ropes and canvas on the booms, also lent their assistance in extinguishing the flames on board the Redoubtable, by throwing buckets of water from their gangway upon her chains and fore-castle.******After quitting the Belleisle, the Fougueux, (74) stood slowly across the wide space between the Santa Anna, (Spanish first rate) and Redoubtable, steering a course directly for the starboard beam of the Temeraire, then with her head nearly east. The object of the Fougueux was probably to pass to windward of the Temeraire and rake her; or, it might have been (and the French crew were actually assembled on

the forecastle in apparent readiness) to board the British 3-decker, the latter's appearance indicating that she was much disabled, and her colours being at this time down, owing to the fall of her gaff. Indeed, as the number of men with which the Temeraire had begun the action was only about 660, and as of the number at this time fit for duty, not perhaps exceeding 550, nearly the whole were below, whither they had been sent by Captain Harvey, that they might not be injured by the hand-grenades constantly thrown from the Redoubtable's tops, the Fougueux, with her 700, or, allowing for a slight loss, 680 men, might have made a serious impression upon the Temeraire's decks.

"While Captain Harvey devoted his attention to the Redoubtable on the larboard side, the first lieutenant, Thomas Fortescue Kennedy, assembled a portion of the crew on the opposite side, to receive the Fougueux. Not having yet discharged her starboard broadside, the Temeraire was in perfect readiness there, but delayed firing until the Fougueux arrived so close that she could not well escape. At length the latter got within 100 yards; instantly the Temeraire's broadside opened, and a terrible crash was heard on board the Fougueux. Crippled and confused, the French ship ran foul of the Temeraire, and was immediately lashed by her fore-rigging, to the latter's spare anchor. Lieutenant Kennedy, accompanied by Mr. James Arscott, master's mate; Mr. Robert Holgate, midshipman; 20 seamen and 6 marines, then boarded the Fougueux in her larboard main rigging. On the French ship's quarter-deck lay Captain Beaudoin, mortally wounded; the second captain and other officers were encouraging the men to repel the boarders. In the onset, however, the second captain became severely wounded; whereupon the crew suffered themselves to be driven off the quarter-deck by the British, few as they were; and, in 10 minutes from the time of her being boarded by Lieutenant Kennedy and his 28 followers, the Fougueux was completely in the possession of the Temeraire.

"This occurrence took place at about 2-10 P.M.; within five minutes afterwards the Victory, by booms and the slight assistance which her helm and sails could afford, disengaged herself from the Redoubtable; and, while she gradually got her head to the northward, the three fast-locked ships from which she had just parted, the Redoubtable, Temeraire, and Fougueux, swang with their heads to the southward.

"Scarcely had the Victory broke away from the group, ere the main and mizen-masts of the Redoubtable came down. The main-mast, falling on board the Temeraire, carried away the stump of her mizen-top-mast, broke down the poop-rail, and with its wreck encumbered the whole after part of the ship. This accident put an entire stop to the Redoubtable's hitherto formidable musketry, and her only remaining antagonist prepared to take possession. The main-mast of the Redoubtable, as it lay upon the Temeraire's poop, forming a bridge of easy descent, this was soon accomplished. At about 2-20, a portion of the British crew, headed by Lieutenant John Wallace, second of the Temeraire, stepped on board, and took quiet posses-

sion of the gallantly fought Redoubtable. About the time that this happened, having got her head well to the southward, the Temeraire was enabled to fire a few of her foremost guns, on the larboard side, clear of the Redoubtable's bows, at the French Neptune; whereupon the latter, who also observed the Leviathan approaching, ceased her annoyance and bore away.*

In addition to the damages mentioned in the foregoing extract, the Temeraire had her fore and main-top-sail-yards, her starboard cat-head and bumpkin, and the head of her rudder shot away; the whole of her quarter-galleries, on both sides, were knocked off by the two French ships that had run foul of her; eight feet of the starboard side of her lower-deck, abreast of the main-mast, was stove in; her main-mast was badly wounded, and all her rigging cut to pieces. Of her officers and crew 47 were slain, and 76 wounded; 43 more perished on board her prizes, the Redoubtable and Fougueux, in the gale that succeeded the battle.

After refitting at Gibraltar, the Temeraire returned to England, accompanied by the Royal Sovereign, Tonnant, Colossus, and Leviathan. Her first lieutenant was made commander, December 24, 1805, but not again called into service until August, 1808, when he received an appointment to the Cordelia brig, of 10 guns and 75 men.

In 1809, Captain Kennedy was attached to the Walcheren expedition, and very actively employed in the East Scheldt, under the orders of Sir Richard G. Keats. He subsequently assisted at the capture of two French privateers, and retook several merchantmen, on the Downs station. In 1813, we find him commanding a squadron of sloops and gun-brigs, off Dunkirk; where he continued until the enemy's frigates in that port were dismantled. His post commission bears date December 4, 1813.

Captain Kennedy married, in 1806, the second daughter of Lieutenant-Colonel Adlam, by whom he has had several children. His only surviving brother, Sir Robert Hugh Kennedy, Knt. is a commissary-general to the forces; and was at the head of that department, under the Duke of Wel-

* See p. 180.

lington, during the whole of the Peninsular war. Another of his brothers was a captain in the 19th regiment of foot, and died at Ceylon in 1801.

BENJAMIN CRISPIN, Esq.

Entered the navy previous to the Russian armament, in 1791; and was a midshipman of the Orion 74, Captain John Thomas Duckworth, at the defeat of the French fleet by Earl Howe, June 1, 1794. He afterwards joined the Queen 98, bearing the flag of Sir Alan (afterwards Lord) Gardner, in which ship he witnessed the capture of three two-deckers, off l'Orient, June, 23, 1795*. His promotion to the rank of lieutenant took place in December, 1796.

From this period, we find no particular mention of Mr. Crispin until November 4, 1805, when, as first lieutenant of the Cæsar 80, Captain Sir Richard J. Strachan, he assisted at the capture of Rear-admiral Dumanoir le Pelley; for which he was made commander on the 24th of the following month †.

Captain Crispin's subsequent appointments were to the Leveret, Kite, Swallow, and Scout, brigs; which latter vessel he continued to command until his advancement to post rank, December 4, 1813.

This officer married in April, 1797, and has a very large family. One of his sons is a naval lieutenant, another holds a commission in the army.

EYLES MOUNSHER, Esq.

Obtained the rank of lieutenant December 29, 1796, and was first of the Leviathan 74, Captain Henry William Bayntun, at the defeat of the enemies' combined fleets, off Trafalgar, October 21, 1805.

* See Vol. I. pp. 246 and 575. † See *id.* p. 289.

The first broadside fired by the Leviathan, on that memorable day, was poured into the stern of Mons. Villeneuve's flag-ship, at the distance of not more than 30 yards. Captain Bayntun then passed astern of the Santissima Trinidada, Spanish 4-decker, and gave her a similar dose; his subsequent proceedings are thus described by Mr. James :—

"Leaving the Santissima Trinidada to the care of the English Neptune, the Leviathan stood on towards the French Neptune, then amusing herself in the manner we have related*. As the Leviathan approached, and before she was in a position to fire a shot, the Neptune, at whom the Temeraire had just brought some of her foremost guns to bear, wore round and went off before the wind. Disappointed here, Captain Bayntun hauled up on the larboard tack, and presently observed that all the ships of the combined van a-head of the Santissima Trinidada, were tacking, or wearing, as if to double upon the headmost ships of the British weather column, and place them betwixt two fires. Sure of finding an opponent among those, the Leviathan stood on to the N. E.

A Spanish 74, the San-Augustin, who was steering S. E., appeared to be desirous to measure her strength with the British 74, and, when within 100 yards, put her helm hard a-starboard, in order to rake the Leviathan a-head. To frustrate a manœuvre so likely to be serious in its effects, the Leviathan put her helm hard a-port, and, having fresher way than the San-Augustin, felt its influence more quickly. The consequence was, that the guns of the British ship were brought to bear before those of her antagonist; and, loaded with three shot each, were discharged with admirable precision, and at the distance of less than 50 yards, into the starboard quarter of the San-Augustin. Down went, in an instant, the Spanish ship's mizen-mast, and with it her colours, and feeble was the return she bestowed.

The probability now was, that as the Leviathan kept forging a-head, and could not, on account of the previously damaged state of her rigging, back her sails, the San-Augustin would be able to wear under her stern. To prevent this, the Leviathan, putting her helm a-starboard, ran on board the San-Augustin in such a way, that the latter's jib-boom entangled itself in the former's larboard main-rigging, thereby exposing the San-Augustin's upper-deck to the poop-carronades and marines of the Leviathan. A smart and well-directed fire soon drove the Spaniards below; and Lieutenant Eyles Mounsher, at the head of a party of seamen and marines, leaped on board the San-Augustin, and carried her without further opposition. The British 74, with her stream-cable, then lashed the prize to herself. Scarcely had the Leviathan effected this, ere the Intrepide 74, another fresh ship from the combined van, came crowding up, and after raking the

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* See p. 178.

Leviathan a-head, ranged along her starboard side; but waited only to exchange a passing fire, as the Africa and one or two other British ships were fast approaching to the assistance of their friend.

The Leviathan's loss was but very trifling: it amounted to no more than 4 men killed and 22 wounded. Her damages were:—Eight shot between wind and water; all three lower-masts, the bowsprit, and most of the lower and top-sail-yards crippled; the mizen-top-sail-yard shot away; a great part of the standing and running rigging cut to pieces; three guns disabled; and the main piece of the head shot through. She returned home in Dec. following; and, on the 24th of that month, her first lieutenant was promoted to the rank of commander.

We next find this officer, in the Drake sloop, destroying a large French privateer schooner, near Camperdown, Mar. 7, 1810. On the 9th April following, he captured the Tilsit, of 18 guns and 64 men. His post commission bears date Dec. 4, 1813.

Captain Mounsher's brother, James, is a Purser, R. N.

JAMES STUART, Esq.

Obtained the rank of lieutenant in Aug. 1797; and was first of the Minotaur 74, Captain Charles John Moore Mansfield, at the battle of Trafalgar.

The flight of Rear-Admiral Dumanoir le Pelley afforded to the Minotaur and Spartiate an opportunity which, as the two rearmost ships of the weather column, they would otherwise have sought in vain. Having hauled close on the larboard tack, they lay to with their main-top-sails to the masts; exchanged broadsides in passing with the Formidable, Duguay-Trouin, Mont Blanc, and Scipion; and succeeded in cutting off the Neptuno 80, which was the last Spanish ship that struck her colours on that eventful day.

The Minotaur had her fore-top-sail-yard shot away; her masts, yards, and rigging in general a good deal damaged; 3 men killed, and 22 wounded. Her first lieutenant was made commander Dec. 24, 1805; and advanced to post rank, Dec. 4, 1813.

LEWIS HOLE, Esq.

A son of the Rev. W. Hole, Surrogate of Barnstaple, co. Devon, by a lady descended from Sir John Berry, Knt. who was a Captain R. N. in 1665.

This officer was born at Stoodeley, in Devonshire, Jan. 16, 1779. He first went to sea in the Severn 44, Captain Paul Minchin, with whom he sailed for Quebec, in 1793. On his return from thence he joined the Belliqueux 64, Captain James Brine, under which officer he served as midshipman at the capture of Port-au-Prince, June 4, 1794*. We subsequently find him in the Camilla 20, Astræa frigate, and Kent 74; the latter ship commanded by Captain (now Sir William Johnstone) Hope, on the North Sea station. His promotion to the rank of lieutenant took place in July, 1798.

After serving about two years in the Explosion bomb, on the Channel station, Lieutenant Hole was removed to the Ramillies 74, which ship formed part of the fleet sent to the Baltic, under Sir Hyde Parker, in Mar. 1801. Previous to the attack made upon the Danish line of defence before Copenhagen, he had the honor of being placed in the command of a division of boats, attached to Nelson's squadron; and during that sanguinary combat he served as volunteer on board the Polyphemus 64†.

Lieutenant Hole's subsequent appointments were, in 1804, to the Trusty 50, Captain George Argles, stationed off Boulogne; and, in 1805, to the Revenge 74, Captain Robert Moorsom, of which ship he was first lieutenant at the battle of Trafalgar.

"While the Revenge was attempting to pass through the enemies' line, and just as she had put her helm a-port, to place herself athwart hawse of l'Aigle 74, her mizen-top-sail was caught by the latter's jib-boom. Before the two ships got clear, Captain Moorsom was enabled to pour into his opponent two deliberate broadsides. The Revenge then stood on, and while hauling up on the larboard tack, received

* See Vol. I. Part II. note † at p. 805 *et seq.* † See id. p. 498.

a tremendous fire from the Principe d'Asturias, Spanish first-rate, which ship, in conjunction with three two-deckers, continued cannonading her, until engaged by the Dreadnought and Thunderer.

The exposed situation of the Revenge occasioned her damages and loss of men to be very severe. Her bowsprit, three lower-masts, main-top-mast, and gaff, were badly wounded; she received nine shot between wind and water; her stern, transoms, and timbers, also several beams, knees, and riders, were much injured; several chain-plates shot away; some of the lower-deck ports destroyed; three guns dismounted; 2 petty-officers and 26 men killed; and her captain, 1 lieutenant, 2 other officers, and 47 men wounded. Her first lieutenant was made commander Dec. 24, 1805.

Captain Hole's subsequent appointments were, in Dec. 1807, to the Hindostan 50; May 1808, to the Egeria 18; and, April 1813, to the Bacchus 16. In the first named sloop he captured the following Danish armed vessels.

Næsois privateer, of 10 guns and 26 men, off the Scaw, Dec. 21, 1808; *Aalborg* cutter, of 6 guns and 25 men, bound to Norway, with army clothing, Mar. 2, 1809; and *Alvor* privateer, of 14 guns and 38 men, in the North Sea, Dec. 31, 1811.

Captain Hole obtained post rank Dec. 4, 1813; but continued to command the Bacchus, on the Irish station, until Feb. 1814. He married the daughter of the late William Finch, Esq. barrister-at-law, and master of the Grocer's Company, by whom he has several children. One of his brothers is a commander in the navy, another a captain of royal marines.

WILLIAM WESCOTT DANIEL, Esq.

Received his first commission shortly after the death of his uncle, Captain George B. Westcott, who fell, on board the Majestic 74, at the battle of the Nile; and was made commander for his own gallant conduct, as senior lieutenant of the Achille 74, Captain (now Sir Richard) King, at the defeat of the French and Spanish fleets, near Cape Trafalgar.

The Achille's first opponent was the Montanez 74, which Spanish ship she soon obliged to sheer off. Her second antagonist was the Argonauta 80, whose fire entirely ceased after an hour's close action. Her third was l'Achille, French 74, who edged down on her larboard quarter, engaged her in passing to windward, and left her in fair single combat with the Berwick, of similar force. This latter ship she subdued and took possession of. Her loss has been stated in our memoir of Sir Richard King.

Captain Daniel was appointed to the Jasper brig of 10 guns, about July, 1808; and, in that vessel, we find him actively employed on the Cadiz station, under the orders of Sir Richard G. Keats *. He subsequently commanded the Dæterel of 16 guns, at the Leeward Islands. His post commission bears date Dec. 4, 1813.

Agent.—J. Dufaur, Esq.

THOMAS FIFE, Esq.

Was second lieutenant of the Belleisle 74, Captain (now Sir William) Hargood, at the battle of Trafalgar, on which occasion that ship was totally dismasted, and otherwise very severely handled. Mr. James says:—

"After having, for the space of 20 minutes, sustained the tremendous fire, opened by the rear of the combined line, and after having suffered, in consequence, a loss of between 50 and 60 men in killed and wounded, the Belleisle, at about a quarter-past noon, exchanged a few shot with the Monarca 74, and passed through the line abreast of the Fougueux (French two-decker), then distantly raking the Royal Sovereign. In hauling up on the larboard tack, the Belleisle was enabled, owing to the advanced position of the latter, to pour a full broadside into the lee quarter of the Santa Anna, (Spanish first-rate). Bearing away a little, the Belleisle then passed close astern of the Indomptable 84; which ship, quickly wearing, exchanged a few broadsides with her, and then bore up to the S. E. In the mean time, the Belleisle was engaged with a Spanish 74, the San Juan Nepomuceno, at some distance on her starboard beam. At about 45 minutes past noon, the Belleisle's main-top-mast was shot away, and, as the

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* See Captain Sir George Augustus Westphal, Knt.

enemies' rear ships were now pressing forward to support the centre, her situation became extremely critical.

"At 1 P. M. the Fougueux ranged up in the smoke on the Belleisle's starboard beam, and struck her at the gangway with her larboard bow, rolling at the same time with her fore-yard over the British ship's quarter-deck. The Fougueux immediately began engaging the Belleisle, and in 10 minutes, shot away her mizen-mast about six feet above the deck, the wreck falling over the larboard quarter. In about 10 minutes more, on the Mars beginning to engage her, the Fougueux, having received a smart fire from the Belleisle's aftermost guns, dropped astern and hauled to the northward. At 1-30 P. M. l'Achille, another French 74, came ranging past the stern of the Belleisle, and stationed herself on her larboard quarter. In this position, the Achille kept up a steady fire, with comparative impunity, on account of the wreck of the Belleisle's mizen-mast masking her aftermost guns. Meanwhile l'Aigle 74, having replaced the San Juan Nepomuceno, was distantly cannonading the British ship on the starboard side; and the San Juste and San Leandro, two-deckers, as they stood athwart the bows of the Belleisle, opened a passing fire.

"Thus in a manner surrounded, the Belleisle soon had her rigging and sails cut to pieces, and at 2-10 P. M. she lost her main-mast about four feet above the deck; the wreck of which fell upon the break of the poop, while the top-mast, with the yards, sails, and shrouds, hung over upon the larboard side. Her larboard guns thus completely covered by wreck, the Belleisle was prevented from returning, by a single shot, the Achille's animated and destructive fire. At 2-30 P. M., driven from her capital station upon the bows of the Victory and Temeraire, by the approach of the Leviathan, the Neptune French 80, placed herself across the starboard bow of the Belleisle; and at 2-45, the foremast and bowsprit of the latter, still engaged by two other ships, were shot away by the board.

"At 3-15 P. M. the Polyphemus interposed herself between the Belleisle and Neptune. In five minutes more the Defiance took off the fire of l'Aigle; and at 3-25, the Swiftsure, passing astern of the Belleisle, commenced engaging l'Achille. As the Swiftsure passed close under the Belleisle's stern, the two British ships cheered each other; and to signify that, notwithstanding her dismasted and shattered state, the Belleisle still remained unconquered, a union jack was suspended at the end of a pike, and held up to view, while an ensign was being made fast to the stump of her mizen-mast. Thus, by the timely arrival of her friends, saved from being crushed by the overwhelming force around her, the Belleisle ceased firing."

Her loss consisted of no less than 126 killed and wounded; among the former were Lieutenants Ebenezer Geale and John Woodin. Her hull was knocked almost to pieces: both sides of it were about equally damaged. Ports, port-timbers, channels, chain-plates, all exhibited unequivocal marks of

the terrible mauling she had received: her anchors and figure-head were shot away; every boat, except one, was destroyed.

The subject of this sketch was made commander Dec. 24, 1805; appointed to the Cadmus brig of 10 guns, about Nov. 1809; and posted Dec. 4, 1813.

Agents.—Messrs. Chard.

JOHN M'KERLIE, Esq.

A Magistrate for Wigtonshire, N. B.

Is descended from a Scottish warrior, who resided at Cruggleton castle, in the above county, and was expelled from thence by the English, for his faithful adherence to Sir William Wallace, the renowned champion of Caledonia, and the patron of her expiring independency; which chieftain undertook an expedition into West Galloway, for the express purpose of reinstating him in his paternal domain. Ever since that period, the M'Kerlies have continued to reside in the said district.

The subject of this memoir was born June 7, 1777. His father, who occupied a large farm belonging to the Earl of Galloway, early determined upon sending him to sea, and accordingly placed him, by way of trial, and when very young, under the care of a friend engaged in the Baltic trade, with whom, we believe, he likewise made several voyages across the Atlantic.

Early in 1794, we find him joining the Arethusa frigate, commanded by Sir Edward Pellew (now Viscount Exmouth), to whose favorable notice he soon recommended himself, by his activity, bravery, and zeal. It would be superfluous to recount the many battles and skirmishes in which he was engaged while serving under that distinguished officer, in the Arethusa, Indefatigable, and Impetueux: the most important of them are recorded at pp. 213—220 of Vol. I. Part I.

In the Indefatigable's gallant action with les Droits de l'Homme, Mr. M'Kerlie lost his right arm, and received a severe wound in the thigh. On the 6th June, 1800, when a

successful attack was made upon the enemy's shipping in the Morbihan river, he assisted in boarding and blowing up l'Insolente, an 18-gun corvette*; on every other occasion of boat service he was always a volunteer. We must here insert an anecdote of Sir Edward Pellew and his enterprising protegé.

After the destruction of the enemy's forts on the S. W. end of Quiberon, preparations were made for an attack upon Belleisle, and Mr. M'Kerlie, not having heard how he was to be employed, went up to Sir Edward, interrupted him in a conversation with Major-General Maitland, and asked what part he was to act in the event of a debarkation taking place? the answer was, "M'Kerlie, you have lost one hand already, and if you lose the other you will not have any thing to wipe your b******* with; you will remain on board with the first lieutenant, and fight the ship, as she is to engage an 8-gun battery." However, in the course of the same day he was appointed to command a large prize-boat, intended to receive part of the artillery, and to land with the first division of the army.

After the intention of attacking Belleisle was abandoned, Mr. M'Kerlie received an order from Sir Edward Pellew to act as lieutenant of the Thames frigate, Captain William Lukin. He passed his examination Aug. 6, 1800; and was promoted by the Admiralty, into the Megæra fire-vessel, on the 12th of the same month. Previous to the peace of Amiens, he volunteered to assist in burning the enemy's fleet at Brest, a measure proposed by Captain (now Sir Charles) Brisbane, as already mentioned in our memoir of that gallant officer†.

During the suspension of hostilities, Lieutenant M'Kerlie served in the Camilla 24, Captain Henry Hill, on the Newfoundland station; and shortly after the renewal of the war, he was appointed, through the influence of Sir Edward Pellew, first of the Spartiate 74, Captain Sir Francis Laforey, which ship accompanied Nelson to the West Indies in pursuit of the combined fleets of France and Spain; and also

* See Vol. II. Part II. p. 965. † See Vol. I. Part II. p. 736.

bore a share at the memorable battle of Trafalgar*. In consequence of that glorious victory, he was advanced to the rank of commander, Dec. 24, 1805.

About this period, Mr. T. Telford, civil engineer, was ordered by the Treasury to make a survey of the line of communication between the north of England and of Ireland. Previous to the commencement of his labours he requested to be assisted by a naval officer; and Captain M'Kerlie, being then on the spot, and well acquainted with the country, as well as with the harbours and packets, was recommended by the Earl of Galloway to the Admiralty, as a proper person to be thus employed. After the completion of the survey, his report was given in to the Board, and much thought of by their lordships, as a fair and impartial statement of facts.

In 1808, Captain M'Kerlie received an appointment to the Diligence, one of seven sloops that were ordered to be fitted with long 24-pounders, for the purpose of acting against the Algeziras flotilla, in the event of Gibraltar being attacked by the French and Spanish forces. When quite ready to sail for that place, his orders were countermanded; the great political change that had just taken place in Spain, having rendered it unnecessary for the Diligence and her consorts to proceed thither.

Captain M'Kerlie was immediately afterwards appointed to the Calliope, a new brig, mounting eight 18-pounder carronades and 2 long sixes; with a complement of 75 officers, men, and boys; fitting at Deptford, for the North Sea station. In that vessel he assisted at the capture of Flushing, and was subsequently entrusted with the command of a division of gun-brigs, &c. attached to the Walcheren expedition. His conduct while he remained in the Scheldt was so highly meritorious, that Sir Richard J. Strachan marked his sense of it by giving him the north coast of Holland and the neighbourhood of Heligoland, for a cruising ground; on which he soon captured several merchant vessels, chiefly Danes and Swedes. The manner in which he obtained possession of a

* See p. 181; and Vol. I. Part II. p. 449.

large French privateer, is thus described by him in an official letter to his old friend Sir Edward Pellew, under whose orders he was then serving:—

"*H. M. sloop Calliope, Oct.* 25, 1810.

"At 7 this morning, in lat. 54°-47′ N., and long. 2°-45′ E., saw a schooner in the S. W. under easy sail, standing towards us, and soon afterwards perceived her to be an enemy; as she appeared to take the Calliope for a merchant brig, I judged it most prudent not to make any sail until she found out her mistake, which was at the distance of about 3 miles, when she bore up and made all sail; at 10-30, we were within reach of shot, firing the bow-guns occasionally; and at 11, within reach of musket-shot; the enemy keeping upon my lee bow, I could not get the great guns to bear; but the whole of the marines and small-arm men kept up a constant and well-directed fire, which was returned with great spirit. At 11-30, got the great guns to bear with round and grape, most of the time within pistol-shot; and as there was so little difference in sailing, my great object was to disable her in her sails and rigging as soon as possible, and which appeared to be the enemy's principal aim likewise. At 12, his main-mast went overboard; and the rest of his sails and rigging being all cut to pieces, he hailed, and told me he had struck.

"The schooner proved to be la Comtesse d'Hambourg, of 14 guns, eight of which are 12-pounders and six 8-pounders, and 51 men, from Dunkirk; out eight days; but had taken nothing. I am well assured that the capture of this vessel will be of the utmost consequence to the trade of Heligoland and the Baltic, as she is quite new, and sails remarkably well, with a most determined crew.

"I am extremely happy our loss has been but small, having only three wounded. The serjeant of marines I beg leave particularly to mention, as a highly deserving and brave man; he received two musket-balls through his body, and one through his right arm, before he quitted his post on the forecastle. I have judged it prudent to return to Yarmouth with the prisoners and prize, our sails and rigging, in many places, being cut and shot away, and two of the carronades disabled, by the bolts of the chocks breaking.

(Signed) "JOHN M'KERLIE."

The receipt of this communication was acknowledged by Sir Edward Pellew in the following terms:—

"*H. M. S. Christian the 7th, Downs, Oct.* 31, 1810.

"Dear M'Kerlie,—I have this day received your letter of the 25th instant, detailing the particulars of the capture of la Comtesse d'Hambourg, French privateer. I receive great pleasure from the statement of the conduct and gallantry shewn by yourself and the officers, seamen, and marines of the Calliope: and I desire you will express to them my sentiments on this occasion. I have forwarded your letter to the Admiralty, and have not

failed to notice the distinguished bravery of your serjeant of marines. I remain, dear M'Kerlie, yours very sincerely,

(Signed) "EDWARD PELLEW."

Returning from Yarmouth to his cruising ground, Captain M'Kerlie fell in with a large French lugger privateer, and, after a pursuit of four hours, drove her into the Vlie passage, near the Texel, where she was subsequently destroyed in a gale of wind. This information was obtained from some Dutch fishermen, who also informed him, that all her guns, 16 in number, were thrown overboard during the chase.

We next find the Calliope attached to the inshore squadron off Flushing; from whence Captain M'Kerlie was sent by the late Sir William Young, in Mar. 1813, to take the command of the naval force stationed at Heligoland. The following are extracts of the orders which he at the same time received from that officer:—

"Secret." "By William Young, Esq. Admiral of the White, and Commander-in-Chief of a squadron of His Majesty's ships and vessels to be employed on a particular service.

"As there is great reason to believe that the appearance of a naval force in the Elbe might, under the present circumstances, contribute materially to inspire the inhabitants of the neighbouring coasts with confidence, and encourage them to active resistance of the French.

"You are hereby required and directed to employ on that service all the vessels under your orders which are not absolutely required for other purposes; directing the officer, under whose orders you send them, to use his utmost endeavours to encourage and assist the inhabitants, to protect their vessels, and to take or destroy all those of the enemy which he may fall in with; directing him to be particularly attentive to the movement of vessels in Cuxhaven, from which place it is reported that all the gunboats and naval stores are to be taken to Holland, under the superintendence of a naval officer; the doing of which he is by every means in his power to prevent; taking from the force under his orders in the Elbe whatever vessels he may think necessary to follow and destroy them if they should sail.

"When certain information of the enemy quitting the country on the banks of that river shall be received, you are to send the Drake to Yarmouth for orders, and remain yourself in the command of the vessels at Heligoland, till you receive further orders.

"Given under my hand, in London, this 20th day of March, 1813.

(Signed) "W. YOUNG."

"*To John M'Kerlie, Esq. &c. &c. &c.*"

Two days prior to the date of these orders, the city of Hamburgh was occupied by a Russian corps, under Baron Von Tettenborn; with whom Captain M'Kerlie lost no time in opening a communication through Cuxhaven. In the course of the following month, he received directions from Admiral Young, to employ the sloops, gun-brigs, &c. under his orders, as far as other necessary services would admit, in co-operation with the allies, in any way in which a naval force could be useful in the Ems, Elbe, Weser, and Jade. Shortly afterwards a despatch arrived from the British minister at Hamburgh, advising him to be prepared against an attack; as the enemy were about to march upon that city, from Bremen. To this official communication he returned the following answer:—

"*Calliope, off Cuxhaven, April* 28, 1813.

"Sir,—I have had the honor of receiving your despatch. I have landed 70 men from the squadron, in addition to those already sent on shore, for the purpose of destroying the sea front of the batteries, which we occupy here, and *rolling the guns into the river*, reserving the land front for our protection, in the event of a sudden attack. I have recalled the Drake, Hearty, and Thrasher, from the river Ems; and, when they arrive, I shall have six men-of-war brigs here, which will be sufficient to cover our retreat with the transports; and the embarkation will be effected in good time, as I can see beyond the town a considerable way on the main road, and I am not at all afraid of a night attack. I have the honor to be, &c.

(Signed) "JNO. M'KERLIE."

"*To Alexander Cockburn, Esq. H. B. M. Minister, Hamburgh.*"

In a letter to Admiral Young, Captain M'Kerlie thus describes the re-occupation of Cuxhaven by the French:

"*Calliope, off Cuxhaven, May* 9, 1813.

"Sir,—With much regret, I have to inform you, that the French are again in possession of Cuxhaven, together with the batteries there.

"On the 7th instant, the enemy made a reconnoissance of our position with 60 light cavalry, which we immediately drove back into the town. Yesterday morning, at 6 o'clock, the same party hove in sight; and at 9, I saw from the top of the light-house, about 1000 or 1200 infantry, with some field-pieces, marching towards the town; immediately afterwards, I discovered about as many more, with field-pieces also: the latter column turned to the right, for the bridge in our front, while the former marched through the town, so that both would join in our front at the same time: it was then low water, which would enable them to storm us on the sea-side. Finding it would be impossible to retain our situation with the few veterans from Heligoland, and some marines and seamen from the squad-

ron, Major Kerchzenga, as well as myself, thought it most prudent to embark with our party, and endeavour to dislodge them with the squadron. Just as our party got into the boats, the French entered the fort. The moment I got on board, I made the signal to engage, and could see many of them falling, as they at first exposed themselves very much to our fire. Finding it impossible to dislodge them, as the fort was so low in the centre that all our shot went over them, I made the signal, after two hours' constant firing from the squadron, to discontinue the action. This morning, some pilots stole off to us, and informed me, that 20 waggons of wounded passed through the town, from the fort, last night. I shall keep a sharp look out on the enemy, and take every opportunity to annoy, and, if possible, make them quit the place. I have the honor to be, &c.

(Signed) "JNO. M'KERLIE."

On the 10th May, Captain M'Kerlie received information, by the Hamburgh mail, of a great battle having been fought, eight days before, near the plain of Lutzen, where the Swedes, in 1632, lost their great king, Gustavus Adolphus, in the moment of victory. This intelligence he immediately despatched to Admiral Young, and at the same time expressed a hope that the enemy at Cuxhaven would be obliged to fall back immediately; "in which case," added he, "I shall watch their movements, and, of course, take every advantage with the force you have done me the honor to put under my command." Whatever were the events on the field, however, it cannot now be doubted, from the consequences, that the engagement was most severely felt by the allies, who afterwards made but little opposition to the advance of the French to the Elbe, a distance of 80 miles from Lutzen. On the 29th of the same month, Baron Von Tettenborn informed the senate of Hamburgh that he had no longer the means of defence, and left it entirely with them what measures to adopt: he then departed with his cossacks; and on the following day, that city was again in the possession of the enemy.

About this period, many Danish seamen arrived at Bremen, and it was considered probable that gun-boats were about to be equipped in the upper part of the Weser, where their preparations and movements could not be watched, and would therefore be unknown to Captain M'Kerlie. In consequence of this, Admiral Young desired that, in the performance of his other duties, he would not on any account lose sight of the protection of Heligoland, which he was to consider as the chief

object of his attention. "Whatever may be the result of the negociation between this country and Denmark," says the veteran commander-in-chief, "*I am confident of your being too well prepared, and too alert, to be surprised by any sudden active hostile operation the Danes may attempt to make.*"

So highly did Admiral Young approve of Captain M'Kerlie's conduct on every occasion, that he continued him in the command of the Heligoland squadron, until the arrival of Captain Arthur Farquhar, with a large additional force under his orders, in Oct. 1813. During the seven months that he was employed on that station, as senior officer, the Calliope and her consorts made many prizes, but none, we believe, of sufficient consequence to be particularly mentioned. The capture of the enemy's shipping, &c. at Braak, in the duchy of Oldenburgh, is thus described by Captain Farquhar, in a letter to Admiral Young, dated Nov. 1, 1813:—

"I had the honour to inform you, by my letter of the 30th ult., that I had ordered Captain M'Kerlie, with a gun-boat, and a strong division of row-boats, to proceed up the Weser to this place, for the purpose of seizing two corvettes building, as well as all other vessels, naval stores, &c. which he could find belonging to the enemy. I now beg to acquaint you, that I arrived here yesterday, and found that Captain M'Kerlie had taken possession of the two corvettes, as also two gun-brigs, and several other vessels belonging to the enemy. I have ordered the burghers to do duty, and have landed the marines as a guard and protecting force, whilst we are employed in getting the corvettes ready to move down to the squadron. The whole of the country between this and Bremen is entirely free from the French, and in possession of the allies."

Each of the corvettes taken at Braak was pierced for 20 guns. When they were ready for sea, Captain M'Kerlie received orders to escort them to England; and on his arrival, he found himself promoted to post rank, by commission dated Dec. 4, 1813.

On the 4th April, 1816, Captain M'Kerlie was granted a pension for the loss of his arm. In the same year, when his early patron was preparing to proceed against Algiers, he eagerly sought to accompany him, but did not succeed in his application; nor has he since been employed. We shall here give an extract of a letter, which he afterwards received from his lordship:—

" I am very glad to hear you are well. I should have been glad if you had been with us, but your brother was refused * * * *. *Had you been there, I know your ship and your fin would not have been out of hail of your old commander and friend.*

" EXMOUTH."

Captain M'Kerlie married Harriet, second daughter of Patrick Stewart, of Cairnsmure and Burness, Esq. by whom he has issue one daughter.

Agents.—Messrs. Cooke, Halford, and Son.

THOMAS RICHARD TOKER, Esq.

THIS officer, the son of an opulent Kentish grazier, received his first commission in 1800, and was senior lieutenant of the Colossus 74, Captain (now Sir James) Nicoll Morris, at the battle of Trafalgar; on which glorious occasion that ship sustained a greater loss than any other in the British fleet*. Her conduct is thus described by Mr. James:—

" About 1 P. M. after having, during ten minutes or so, in her efforts to close, received the fire of two or three enemy's ships, the Colossus ran past the starboard side of the French Swiftsure, who had just before bore up, as well to avoid being raked by the Colossus, as to bring her larboard guns to bear upon the Bellerophon. The density of the smoke on the starboard side, hid from view all the enemy's ships in that direction, until, having run a short distance to leeward, the Colossus found herself close alongside of the Argonaute, whose larboard yard-arms locked into her starboard ones. A spirited cannonade now ensued between the two ships, and lasted for about ten minutes, when the Argonaute's fire became nearly silenced, except from a few of her aftermost guns; a shot from one of which, just as the ships, driven apart by the concussion of their guns, began to settle broadside off, struck Captain Morris a little above the knee. As soon as she had cleared her yards, the Argonaute paid off, and went away, receiving into her stern the parting fire of the Colossus. The latter, in the mean while, was warmly engaged, on her larboard quarter, with the French Swiftsure, and also with the Bahama, who lay close on that ship's larboard bow, and fired at the Colossus across the Swiftsure's fore-foot.

" At a few minutes before 3 P. M., having forged a-head, the Swiftsure got between the Bahama and Colossus; and being thus more fully exposed to the latter's well-directed broadsides, soon slackened her fire, and dropped

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* See Vol. I. Part II. p. 490.

astern. The Colossus was now enabled to devote her sole attention to the Bahama, who, on her mainmast falling, as it presently did, over her engaged side, shewed an English jack from the hen-coops on her poop, to denote that she had struck. Meanwhile the French Swiftsure endeavoured to bear up under the stern of the Colossus; but the latter, wearing more quickly, received a few only of the former's larboard guns, before she poured in her starboard broadside. This brought down the Swiftsure's mizen-mast. At the same time the Orion, in passing, gave the French ship a broadside, which brought down her tottering main-mast; whereupon the Swiftsure made signs to the Colossus of having surrendered. In hauling up to take possession of her two prizes, the latter lost her wounded mizen-mast over the starboard side.

"The main-mast of the Colossus was so badly wounded, that she was compelled, during the ensuing night, to cut it away; and her damages altogether were extremely severe."

"With a truly gallant spirit, Captain Morris would not go below, but, applying a tourniquet to his thigh, remained at his post near the head of the poop-ladder, until, to avoid the fall of the mizen-mast, he descended to the quarter-deck. After the battle was over, and the Agamemnon had come down to take the Colossus in tow, he became faint from loss of blood, and was carried below. He was landed in his cot some days afterwards, at Gibraltar."

The subject of this sketch was made commander, Dec. 24, 1805; and appointed to the Cruiser brig, of 18 guns, about Nov. 1808. In the following year, he captured two privateers, on the Baltic station, where he appears to have been principally employed until promoted to post rank, Dec. 4, 1813. Since the peace he has successively commanded the Tartarus, of 20 guns, Perseus 22, and Tamar 28; the latter stationed at Newfoundland.

Agent.—Sir F. M. Ommanney.

WILLIAM FAIRBROTHER CARROLL, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS officer is a son of Daniel Carroll, of Uskane, co. Tipperary, Esq. a gentleman brought up to the Irish bar.

He was born at Glencarrig, co. Wicklow, Jan. 28, 1784; and we find him commencing his naval career, Dec. 12, 1795, in the Diamond frigate, Captain Sir W. Sidney Smith, with whom he was taken prisoner by the French, April 18, 1796.

Previous to this misfortune, he had assisted at the destruction of an enemy's convoy, at Herqui, near Cape Frehél *.

On his being exchanged, after an imprisonment of 16 months, Mr. Carroll joined the Syren frigate, Captain Thomas Le Marchant Gosselyn, under whom he served at the capture of Surinam, Aug. 20, 1799 †. In July 1800, when assisting in an attack upon a French vessel, he was severely wounded in the left side by a musket-ball, which, after some time, was extracted, close to his back-bone.

In 1801, Mr. Carroll was removed to the Sans Pareil 80, bearing the flag of Lord Hugh Seymour, commander-in-chief at Jamaica; whose remains he accompanied to England, in the Sting schooner, towards the end of that year.

After passing his examination, Jan. 1, 1802, Mr. Carroll immediately joined the St. Fiorenzo frigate, and proceeded in her to the East India station; where he was appointed acting lieutenant of the Centurion 50, in Aug. 1803. The gallant manner in which that small two-decker was defended, when attacked in Vizagapatam road, by a French 80-gun ship and two frigates of the largest class, Sept. 18, 1804, has been fully described at pp. 875—877 of Vol. II. Part II.

Mr. Carroll's commission was confirmed by the Admiralty, May 15, 1804; but it appears, from Captain Lind's report of the above action, that he had not then received the usual notification thereof. We next find him serving as flag-lieutenant to Sir W. Sidney Smith, in the Pompée 74, on the coasts of Naples and Calabria. In the night of May 11, 1806, he "particularly distinguished himself" at the storming of the island of Capri; and on the 23d of the same month he was again officially praised for his "extreme exertions," in bringing off 2 long 36-pounders, which were found in an enemy's vessel, lying on the beach at Scalea.

In Jan. 1807, Lieutenant Carroll accompanied Sir W. Sidney Smith to the Dardanelles, on the memorable expedition against Constantinople ‡. After the destruction of the

* See Vol. I. Part I. p. 296.

† See Supl. Part II. note ‡ at p. 97.

‡ See Vol. I. Part I. pp. 316—319.

Turkish squadron anchored off Point Pesquies, he was directed to land and complete the destruction of a redoubt, containing 31 guns, 8 of which were brass, and carried immensely large balls. This service was most effectually performed by him, under the protection of the Active frigate: he likewise destroyed the guns of the Turkish 64, which ship had been previously burned by the boats of the Pompée and Repulse *.

Sir W. Sidney Smith having struck his flag, on his return home from Alexandria, in June 1807; the Pompée was then transferred to Vice-Admiral Stanhope, with whom we find Lieutenant Carroll sailing for Copenhagen in the course of the following month. During the operations against that capital, he commanded an armed tender, employed in covering the left wing of our army from the enemy's formidable flotilla; with which he was often warmly engaged †.

Some days after the surrender of the Danish navy, a most alarming fire broke out in the dock-yard, which afforded Lieutenant Carroll an excellent opportunity of displaying his activity, fearlessness, and zeal. The following is a copy of the official letter written by Sir Samuel Hood to Vice-Admiral Stanhope, in consequence of that event:—

"*Naval Arsenal, Copenhagen, 23d Sept.* 1807.

"Sir,—I have the most sincere satisfaction in making known to you the uncommon exertions exhibited in extinguishing the fire in this dock-yard last night. As Major-General Spencer witnessed the whole, I shall have only generally to express the ardour of both army and navy; but I cannot allow to pass over what more immediately came under my notice respecting the navy: Captain Dacres, who was near the spot when the fire broke out, and whose activity and zeal for the King's service, whilst acting with me in this arsenal, could not be exceeded; to his promptitude in giving orders, his personal and undaunted conduct, do I attribute the stop put to the fire. He was seen with Lieutenant Carroll, Mr. Ives, master of the Pompée, and many other brave men, *hauling the hot shells from the flames, whilst others were bursting round them.* I have also to express what I have noticed in the activity of Captains Arthur, Bowles, Spencer, and Deans, whose ships were in the arsenal. They particularly aided the exertions of Captain Dacres, who mentions them with warmest praises.

* See Vol. I. Part II. p. 801, *et seq.*

† See Suppl. Part I. pp. 238—240.

The two latter, I am sorry to add, have received contusions by the splinters of shells. There were many other officers, during the fire, who gave every aid; but it is impossible to speak of them individually, when all have a claim to my approbation. Captain M'Kenzie, who is acting as commissioner, was zealously employed; and Captain Webley, of the Centaur, assisted in carrying the necessary orders into execution with promptitude. I shall have the honor of transmitting you an account of the wounded, as soon as it can be collected.

(Signed) "SAML. HOOD."

In 1808, Lieutenant Carroll served under Sir W. Sidney Smith, in the Foudroyant 80, on the South American station. His subsequent appointments were, about June 1809, to be first of the Achille 74, Captain Sir Richard King; and, in Oct. 1810, to the Gibraltar flotilla, under the command of Commodore Penrose.

At this latter period, Cadiz being closely invested by the French army under Marshal Victor, it appeared from the geographical position of the neighbouring country, that the most effectual mode of interrupting the siege, and harassing the enemy, would be to send detachments to various parts of the Spanish coast; which, by occupying their attention, would oblige them to weaken the besieging army, in order to succour the points menaced with attack. In furtherance of this principle, a motley assemblage of troops sailed from Gibraltar, to attack the castle of Frangerola, and to co-operate with the loyalist party at Malaga, just after Lieutenant Carroll's arrival. The conduct of the expedition was confided to Major-General Lord Blayney, whose force consisted of 300 British troops; 500 German, Polish, and Italian deserters; and the Spanish regiment of Toledo, by which corps he was joined at Ceuta. His lordship embarked on board the Topaze frigate, Captain Henry Hope; and was accompanied by the Sparrowhawk brig, Captain James Pringle; together with several gun-boats, under the command of Captain Robert Hall.

It having been reported at Gibraltar, that much dissatisfaction reigned in Malaga, that the guns on the Mole had been removed, and that the inhabitants would readily unite their efforts with any force that might be sent to assist them in driving the French out of the town, Captain Hall express-

ed himself very sanguinely as to the possibility of carrying Malaga by a *coup-de-main*; and he proposed that the troops should occupy the enemy's attention on the land side, while the ships bombarded the town to the eastward; and that the boats should at the same time push for the mole, and throw a party into the town, to favor and assist an insurrection of the inhabitants.

"To this plan," says Lord Blayney, "I found it impossible to give my approbation, well assured that no intelligence received from the Spaniards was to be depended on; and besides, there being an extensive plain between the Rio Grande and Malaga, in which a large body of cavalry could act to the greatest advantage; and as I had every reason to believe that the enemy could immediately collect a force of this description, it seemed to me highly imprudent to risque encountering it, with the motley troop of foreigners that composed two-thirds of my detachment."

These reasons induced Lord Blayney to determine on proceeding to Cala Moral, a bay between Marbella and Frangerola, with the intention of attacking the latter, the possession of which would be of the greatest consequence to his future proceedings, as affording the means of receiving regular and certain information, as well as of organizing the peasantry (to whom arms had been already distributed), and commanding the neighbouring country.

On the 14th Oct. the troops were landed at Cala Moral without accident or opposition; their subsequent movements are thus described by Lord Blayney, in an official letter addressed to the Lieutenant-Governor of Gibraltar, dated at Grenada, on his way to *Verdun*, Nov. 8, 1810:

"We proceeded over a difficult and mountainous country, until we came opposite the castle. Immediately on my arrival, I sent in a flag of truce, which was refused; and the enemy commenced a heavy fire on our gun-boats, sunk one *, and killed and wounded several men in others; on which I advanced close to the works, with the Germans and 89th, when a warm fire of musketry commenced, supported by grape from the fort. In this contest, I lament to inform your Excellency, Major Grant, of the 89th, was mortally wounded, with several others. We succeeded, however, in silencing the guns, so as to admit the boats taking a station. During a severe night of thunder and rain, the artillery, consisting of one 32-pounder carronade, two 12-pounders, a howitzer, and 2 swivels, were landed. Early next morning a heavy and destructive fire commenced on both sides.

* Commanded by Lieutenant Frederick Jennings Thomas.

"I ascertained by our advanced piquets, that the enemy in the course of the night had received large reinforcements, and I had information of a considerable army being on their march from Malaga, under the command of General Sebastiani; I accordingly gave orders to change our position, our right to Frangerola, and left on a strong ridge of hills, with the sea close to our rear, and both flanks protected by gun-boats; a position I conceived capable of resisting any effort the enemy could have made.

"I had been arranging a disposition for the gun-boats, when I heard an attack was made, chiefly directed against the left, where the foreign troops were posted; and the enemy possessed themselves of our artillery. I instantly formed the 89th regiment, consisting of only 280 men, and retook the guns with the bayonet. On the left an irregular force advanced, dressed precisely the same as the Spanish troops, and it was called out they were Spaniards. My horse being previously shot, I could not go by the left sufficiently rapid to ascertain the fact, and was obliged to go by the front, when a desperate body closed in from the left, and so heavy a fire commenced, that those around me were mostly killed or wounded; here a warm contest ensued, chiefly with the bayonet, and I was obliged to surrender, *having but nine men remaining on the hill.* I learned afterwards, with much concern, that the guns had again been taken, and the troops forced to retreat. General Sebastiani's conduct to me, and that of his officers, does credit to his nation.

"Captains Hope, Hall, and Pringle, of the navy, with Lieutenant Carroll, and the officers commanding the gun-boats, performed their part with the zeal and intrepidity which has hitherto distinguished that service.

(Signed) "BLAYNEY, Major-General."

"*To H. E. Lieut.-General Campbell, &c, &c. &c.*"

After this unfortunate business, Lieutenant Carroll was ordered to Cadiz; in the defence of which city he continued to be employed until the day subsequent to the battle of Barosa, when his boat was destroyed while leading a division to cover the landing of a storming party, on the north side of the bay. A portion of the services performed by the flotilla, between Oct. 1810 and Mar. 1811, have been described at pp. 323—326 of Suppl. Part II.

In the last of a series of letters, from Sir Richard G. Keats to the Admiralty, detailing the co-operation of the naval force under his command, with Lieutenant-General Graham's army, there appears the following passage:—

"Lieutenant W. F. Carroll, whose conduct on all occasions has been conspicuous, having had his gun-boat sunk before Catalina, and thereby sustained a considerable loss, I have given him six weeks' leave of absence, and with it my despatches."

The subject of this memoir was made commander, Mar. 4, 1811; but he did not hear of his promotion until his arrival at the Admiralty, on the 24th of that month. In June following, he succeeded Captain Fellowes in the chief command of the Cadiz flotilla, which then consisted of twenty-five vessels, mounting in all 50 guns, manned with 650 sailors and marines, and each commanded by a lieutenant: the first division, under his immediate directions was stationed within range of the enemy's batteries on the Trocadero, for the purpose of protecting l'Isla de Leon from invasion, and the numerous shipping in the bay from fire-rafts; the second division, under Captain Frederick Jennings Thomas, was employed in guarding the entrance of the harbour, and watching and harassing the enemy at Rota and San Lucar.

On the 5th Dec. 1811, Captain Carroll was sent with several gun-boats to the assistance of the British troops at Tariffa, then besieged by 10,000 of Marshal Victor's army *. After contributing to the safety of that place, he resumed his former station, and continued to annoy the enemy and protect the suburbs of Cadiz, until the whole of the French lines were abandoned, in Aug. 1812 †.

We next find this officer commanding the Volcano bomb, on the coast of Catalonia, where he again highly distinguished himself, as will be seen by the following official letter, addressed to Rear-Admiral Hallowell:—

"*H. M. S. Invincible, off the Col de Balageur, June* 8, 1813.

"Sir,—In pursuance of your directions to take the ships and vessels named in the margin ‡, under my orders, and co-operate with Lieutenant-Colonel Prevost in the siege of the fort of Col de Balageur, I have the honor to inform you, that the troops were landed about noon of the 3d instant, and the Lieutenant-Colonel immediately invested the fort, the riflemen of De Roll's regiment, and other light troops, being pushed close up to the walls.

"The fort is situated in a most difficult pass, through which the high road from Tortosa to Tarragona winds, and it is absolutely the key of the only road for cannon into this province, from the westward, without going

* See Vol. II. Part I. p. 298.

† See Vol. I. Part II. pp. 442—444.

‡ Thames, Volcano, Strombolo, Brune, and eight gun-boats.

round by Lerida. It is armed by 12 pieces of ordnance, including two 10-inch mortars, and 2 howitzers, and the surrounding heights are so difficult of access, that it has been a work of the greatest labour to establish the necessary batteries before it.

"Two six-pounder field-pieces, and a howitzer, were landed on the evening of 3d instant, dragged up, and placed on the ridge of a steep and rugged mountain, to the S. E. of the fort: two 12-pounders were added to the former by noon the next day. The whole remained under the command of Lieutenant Corbyn, first of the Invincible, having under his orders a detachment of midshipmen and seamen from this ship, and a most excellent fire was kept up from them, which considerably damaged the defences of the fort, and checked its fire upon our working parties.

"In the mean time, 3 Spanish 24-pounders were landed, and 2 more guns, of the same calibre, from this ship, to be got up by the high road to the foot of a very steep height, on the crest of which the breaching battery was to be constructed, at about three hundred yards from the eastern face of the fort.

"In the afternoon of the 4th instant the fort was summoned to surrender; and the commandant answered, that he should defend the place committed to his charge.

"During the night of the 4th, every exertion was used to bring the guns up to the hill, and to complete the breaching-battery; but, as it could not be completed by day-light, the men were withdrawn.

"The seamen and marines were landed early in the afternoon of the 5th, and carried up the stores for the battery, under a brisk fire of shot and shells from the fort.

"The 3 Spanish 24-pounders, notwithstanding their immense size and weight, were conveyed up the side of the hill, over the most difficult and rugged ground, by the united exertions of the soldiers, seamen, and marines, under the immediate direction of Captain Carroll, of the Volcano. Two 8-inch mortars were brought as far along the road as was practicable before dark; and the iron 24-pounders were conveyed to the foot of the hill as soon as it was dark.

"The work of the battery advanced rapidly, although it was necessary to fill all the sand-bags at the bottom of the hill; and I was in confident expectation that the battery would open soon after daylight; but by 10 o'clock the rain fell in torrents, attended by the most violent thunder and lightning I almost ever witnessed.

"The quantity of ammunition which had been brought up for the battery, lying in exposed situations, made it the more awful, and the enemy kept up an incessant fire of shells and grape shot.

"In defiance of all these obstacles, 2 of the guns were got high enough up to mount on the platforms; but all our exertion was unequal to place them there, owing to the violence of the rain, and the excessive difficulty of working in the extreme darkness of the night. From the same reason, too, the mortars could not be brought forward; and after a night of the

most excessive labour, we had the mortification of being again obliged to retire; the officers and men being quite worn out.

"The weather continued very bad until the afternoon of the 6th instant, when a party was landed, and the mortars were got forward; before daylight, the seamen and marines were on the pile, and all the guns were placed on the battery ready for mounting. The 2 mortars opened soon after daylight, and the shells were thrown with great precision, by Lieutenant James, of the royal marine artillery, landed from the Strombolo, who worked the mortars with his party; and the fire from Lieutenant Corbyn's battery was resumed with excellent effect. This united force made very considerable impression on the fort: an expense magazine was blown up, and the enemy's fire was very much slackened.

"At seven o'clock, just before the breaching battery was ready to open, a white flag was shewn from the fort; Captain Stoddart, of the Strombolo, and Captain Zehupfenning, were immediately sent to the fort, and the latter returned in a few minutes with an offer from the commandant, to surrender the fort and garrison upon conditions of marching out with the honors of war, the officers and men preserving their private property.

"This was immediately acceded to by Lieutenant-Colonel Prevost and myself: the fort was taken possession of by the advance of the troops. The garrison marched out, grounded their arms on the glacis, and were immediately embarked.

"I have great satisfaction in stating, that during this service, which has so much depended on the united exertions of the army and navy, the most perfect cordiality has existed among all ranks, and I have met, in Lieutenant-Colonel Prevost, all that openness of communication and confidence which an acquaintance with the character of this excellent officer gave me reason to expect.

"In an operation where the laborious exertions of the captains, officers, seamen, and marines under my orders, have been most conspicuous, I hope I shall be excused for having gone so much into detail; but it is my duty, and a most agreeable one, to bring under your view the praiseworthy conduct of all ranks and descriptions. I must particularly draw your attention to the zeal and activity displayed by that valuable officer, Captain Carroll, of the Volcano; his conduct was the admiration of every body, and he was ably supported by Lieutenant Pidgely, of the Invincible, and the other officers, seamen, and marines, under his direction. From the explosion of a shell near him the night before, Captain Carroll was obliged to suspend his services until the morning of the 7th (but I am happy to state, he has perfectly recovered), and Captain Stoddart, of the Strombolo, succeeded him in the direction of getting up the guns, &c. for the breaching battery, and deserves every credit for his active services. I am also much obliged to Captain Badcock, of the Brune, for the assistance he afforded me.

"I cannot conclude this letter, without calling to your notice the indefatigable exertions of Lieutenant Corbyn, both in getting the guns up to the

battery he commanded, and the excellent fire he kept from them afterwards; and I feel highly gratified in noticing the conduct of so old and excellent an officer, with whose value I am well acquainted, from a service of many years together.

"I have the honor to enclose a list of the killed and wounded of the crews of the ships under my orders, which, considering the fire upon us for so many hours, is unaccountably small*.

"The troops under Colonel Prevost's command have had an officer and four men killed, and thirty-nine wounded, in which are included an officer and seven soldiers of the Spanish regiment of Palma.

"I have enclosed you a list of the garrison of the fort, consisting of two lieutenants, a surgeon, and garde-magazin, sixteen Italian artillerymen, and eighty-three non-commissioned officers and soldiers of the 11th French regiment of the line, of whom two were killed and eleven wounded.

"I likwise enclose returns of the ordnance, &c. found in the fort.

"During the siege of the fort, the gun-boats were stationed in Ampolla bay, to observe the road from Tortosa, as we had constant reports of the enemy being in motion from that quarter.

"I have the honor to be, &c.

(Signed) "CHARLES ADAM, Captain."

"Return of ordnance and ammunition taken in the fort.

"2 brass twenty-four-pounders, mounted on travelling carriages; 2 brass twelve-pounders, on garrison carriages; 1 brass eight-pounder, on a garrison carriage; 2 brass four-pounders, on garrison carriages, 2 brass ten-inch mortars, 1 stone mortar, 2 six-inch brass howitzers, 6 dismounted iron twelve-pounders, 3 mortar-beds, 260 twenty-four-pounder round shot, 40 twenty-four-pounder grape shot, 400 twelve-pounder round shot, 220 eight-pounder round shot, 150 ten-inch shells, 900 hand-grenades, 2200lb. of gunpowder, 92,000 rounds of ball-cartridge, 1000 flints, 30 handspikes, 6 sponges, 4 ladles, 3 wadhooks, 97 boarding pikes, 110 muskets complete with bayonets, 10lb. of slow match.

(Signed) "T. ARABIN, Capt. Roy. Art."

Captain Carroll's post-commission bears date Dec. 6, 1813. During the remainder of the war, he commanded the Revenge 74, bearing the flag of Sir John Gore, and employed in the Adriatic †. He returned home from the Mediterranean in the Cyrus 20, and continued to command that ship, chiefly on the Irish station, till Sept. 1818. He was nominated a C. B. Sept. 19, 1815.

In Aug. 1825, Captain Carroll was appointed to the War-

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* One killed, and six wounded. † See Suppl. Part II. p. 483.

spite 76, fitting for the flag of Rear-Admiral Gage, with whom he sailed for the East Indies, Feb. 11, 1826.

This officer married Martha Milligan, eldest daughter of Rear-Admiral Dacres, by whom he has several children. His eldest brother, a Lieutenant-Colonel, commanded the 6th Portuguese regiment, and lost his life from fatigue at the battle of Thoulouse: Philip, his youngest brother, who was a Lieutenant R.M.A. and aid-de-camp to Lieutenant-General Doyle, of the Spanish service, perished at Cadiz. His sisters are married as follow:—Elizabeth, to Lieutenant-Colonel Milling, 81st regiment;—Catherine, to Lieutenant-General Nelson;—Mary, to Colonel Stirke, 12th regiment.

Agent—J. Hinxman, Esq.

FREDERICK JENNINGS THOMAS, Esq.

Is the second and youngest son of Sir John Thomas, Bart. of Wenvoe Castle, in Glamorganshire, by Mary, daughter of John Parker, of Harfield Court, co. Gloucester, Esq. His ancestor, Jevan-ap-*Harpwaye*, of Tresimont, in Herefordshire, married the daughter and sole heiress of Thomas-ap-Thomas, of Wenvoe, and took the name of *Thomas*, which his descendants have ever since retained.

The subject of this memoir was born in the New Forest, co. Hants, in April 1787; and he commenced his naval career, in 1799, as midshipman on board the Boston frigate, Captain John Erskine Douglas, under whom he served nearly six years, on the Halifax and West India stations*. At the early age of 15 years, he displayed an extraordinary degree of coolness, intrepidity, and promptitude, at a time of the greatest difficulty and danger, as the following circumstance will shew.

Although then so very young, his captain had marked the high opinion he entertained of his ability and steadiness, by giving him the charge of a valuable prize, with orders to conduct

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* See Vol. I. Part II. p. 651.

her to Bermuda. After parting company with the Boston, being in the cabin, he overheard the prisoners, who were doubly superior in number to his own people, deliberating upon a proposal made by one or two of them,—to seize upon the ship, and murder all the Englishmen on board. With great presence of mind, Mr. Thomas immediately called out,—"The ship has sprung a-leak!" "The ship is sinking!!" The captain and his crew thereupon precipitated themselves down the scuttle, which was the only passage into the cabin; when, taking advantage of the confusion he had created, the youngster jumped upon the quarter-deck, put the hatch over, called his men aft, and fired a 6-pounder, loaded with grape, through the skylight!!! A general panic instantly prevailed below, and the prize, thus timely saved from recapture, was carried safely into a British port.

During the long period that Mr. Thomas served under Captain Douglas, on a foreign station, he never once failed to volunteer his services, when any thing out of the common routine was to be attempted, however arduous or dangerous the enterprise. He consequently assisted at the capture and destruction, by boats, of several of the enemy's vessels.

We next find this promising young officer on board the Prince of Wales 98, bearing the flag of Sir Robert Calder, at the capture of two Spanish line-of-battle ships, July 22, 1805*. Subsequent to that action, he received an order from Lord Nelson to act as Lieutenant of the Spartiate 74, Captain Sir Francis Laforey; in which ship, he bore a part at the glorious battle of Trafalgar†. The appointment he then held was confirmed by the Admiralty, Feb. 14, 1806.

The Spartiate was subsequently stationed off Rochefort, under the orders of Sir Richard J. Strachan; whom she accompanied to the Mediterranean, in Feb. 1808. She was afterwards successively employed in blockading Toulon, and guarding the coast of Sicily; from whence she proceeded with an expedition to Calabria, and the bay of Naples, in June 1809‡.

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* San Rafael 84, and El Firme 74. See Vol. I. Part I. p. 405.
† See note at p. 188. ‡ See Suppl. Part I. p. 89.

Lieutenant Thomas's next appointment was to the Antelope 50, bearing the flag of Sir John T. Duckworth, and then about to convey H. M. Ambassador to Cadiz. We subsequently find him first of the Nereus 36, Captain Peter Heywood; but after equipping that frigate for foreign service, he was sent from the Nore to Plymouth, with directions to take out a detachment of seamen destined for the flotilla service in Spain. His subsequent services are detailed in a memorial which he presented some years since to the government of that country, with the view of obtaining an honorable mark of distinction; the following are extracts thereof:—

"The Memorialist arrived at Cadiz, in the ship with his Britannic Majesty's Ambassador, at the period when the French armies invested the province of Andalusia, and so completely environed the city of Cadiz with their cordon of various out-posts and patrols, that to obtain information of the interior movements, or intentions of the enemy, was a service of extreme difficulty and danger. The Memorialist, nevertheless, did, by his influence and exertions, procure certain information advantageous to the cause of Spain, which the Memorialist communicated to the British government, in Dec. 1809; and the Memorialist voluntarily undertook, at the most imminent risk, the critical and important service of taking a survey of the enemy's lines and fortifications, with their naval situation, and forces, and the soundings of the ground they occupied, which the Memorialist communicated, by chart, addressed to the First Lord of the Admiralty, and which was the first information given to Government of the approximation of danger to the city of Cadiz; the importance of which communication was duly acknowledged in the following letter from Lord Edward O'Brien, secretary to the First Lord of the Admiralty:—

"'*Admiralty, March* 30, 1810.

"'Sir,—I am desired by Lord Mulgrave to acknowledge the receipt of your letter of the 16th inst., and to return you his Lordship's thanks for the important information it contained, and for the chart by which it was accompanied. I am, Sir, your obedient humble servant,

"'EDWARD O'BRIEN*.'"

"The Memorialist, through the same authentic channel of communication, procured various intelligence conducive to the interest of Spain, during the war in the Peninsula; and afforded the first information to Government of the enemy's intention of attacking the valuable fortresses of Tariffa and Ceuta, and which intelligence could not have been obtained through the medium of any other person. The enemy having subsequently attacked

* It was shortly after the date of this letter that he joined the Nereus.

the important position of Tariffa, was repulsed by the timely assistance and bravery of the reinforcements.

"The Memorialist, while strenuously and laboriously exerting himself, in a difficult and dangerous communication, to ascertain the evolutions and intentions of the enemy's land forces, was likewise arduously and unremittingly employed in counteracting the projected enterprises of the enemy by sea; and while successfully engaged with a detachment of armed vessels on that important service, was fortunately enabled to recapture two valuable Spanish ships, which the enemy had beguiled under their batteries by the falsity of their flag, but which ships the Memorialist boarded, and, after a desperate resistance on the part of the enemy, retook."

In towing off these two Spanish merchantmen, Lieutenant Thomas sustained a galling fire, for four hours, from the batteries on shore; notwithstanding which, he, unsolicited, restored them to their owners. The merchants of Cadiz subsequently presented him with their thanks, in a gold box, for his "energy and personal risk in defence of the trade."

"The Memorialist volunteered in every hazardous enterprise to storm and destroy the enemy's batteries; and effectually co-operated with the Spanish commodore in preventing the enemy's advances to the city of Cadiz.

"The Memorialist was indefatigably and successfully employed in the important and distinguished service of preventing a junction between the enemy's sea and land forces, and was in action with the enemy for a succession of several weeks, by night and day, in the performance of that exhausting duty; and by a long and vigilant attention to the important trust reposed in him, effectually annihilated the enemy's design of co-operation: and all circumstances considered, the boisterous time of the year, the force of the enemy, and the nearness to a dangerous shore, it must have been allowed by every seaman's mind, that the hardships and dangers to which the Memorialist had been exposed, stood unparalleled.

"The Memorialist, with the persevering resolution effectually to counteract the enemy's maritime operations, by a close and rigid blockade, remained firm at his station during a tremendous gale of wind, on a dangerous lee-shore, and always under fire of the enemy's batteries, when several vessels of the same class as that commanded by the Memorialist foundered at their anchors close alongside of him; and irrevocably fixed in his determination to prevent the enemy putting to sea, successfully carried on a system of rigorous blockade, by which means only, the city of Cadiz could be considered safe from assault; and the Memorialist, in the execution of that duty, rode out a second gale of wind in the same situation; but, from long watching and fatigue, was completely exhausted and severely ill. Nevertheless, the Memorialist did not relinquish his command, and while doing his duty, as convalescent, received a wound in ac-

tion with the enemy, when co-operating with the Spanish regiment of Toledo, on the expedition commanded by Lord Blayney.

"The Memorialist, after an action of two hours, was sunk by the enemy, near Malaga*; and though wounded, landed, and remained with the army, then engaged with the enemy, until obliged to repair on board the commodore's vessel: the commodore, at the time, having made the following complimentary communication to the Memorialist:—

"*Rambler*, 11 *A. M.*

"'My dear Thomas,—Your firm and spirited example on this expedition, has given celebrity to your character, and placed your merit far above the reach of my praise; be assured I will strongly recommend your gallant conduct to the commander-in-chief. Very sincerely yours,

"'ROBT. HALL.'"

"The commodore ordered the Memorialist the temporary command, and the Memorialist remained on deck, in action with the enemy, until the fulfilment of the commodore's orders.

"The Memorialist received thanks from the commander-in-chief for his conduct on that expedition.

"The Memorialist, after his vessel was sunk, and himself wounded, instead of returning to England, which his health and private affairs required, rather chose to remain in Spain, and volunteered immediately repairing to Cadiz, to solicit a command in defence of that city, which was then closely invested and besieged by the French; and the Memorialist, immediately on his arrival, was appointed to the British flotilla; and conducted a successful attack against the enemy in the Cano de Trocadero, the night he took the command (of his division)."

The principal actions in which the flotilla was engaged, from this period until the battle of Barosa, have been noticed at pp. 323—326 of Suppl. Part II.

"The Memorialist was strongly recommended to the commander-in-chief, for his services while co-operating with the army under Lord Lynedoch. When proceeding with an expedition to co-operate with the combined armies, the Memorialist was particularly thanked for his circumspection and foresight, in altering the course of the British flotilla, when following the commodore into inevitable destruction! The unskilful pilot of the leading vessel having run the commodore upon the rocks of Sainti Petri; and the Memorialist took the responsibility entirely upon himself of conducting the squadrons through a most difficult navigation, in a heavy gale of wind, without a pilot; and fortunately succeeded in anchoring them at their appointed rendezvous, in time for co-operation with the combined armies: and the Memorialist afterwards returned to afford assistance to

* See Lord Blayney's official letter, at p. 199.

the commodore, though the sea was so rough that it was with great difficulty, and the loss of two boats, he could put a party of men on board; and the Memorialist, for his unsparing exertions on that occasion, was particularly thanked and recommended to the commander-in-chief."

Lieutenant Thomas was advanced to superior rank, and appointed second in command of the Cadiz flotilla, Mar. 4, 1811. On that occasion, he removed to the Rambler gun-vessel (rated a sloop of war) which had hitherto borne the distinguishing pendant of the senior officer, from whom he received the following handsome letters, accompanied by a sword:—

"*Cadiz, April* 21, 1811.

"My dear Thomas,—As you are now to supersede me in the Rambler, you must allow me to discharge the last, though not the least satisfactory part of my duty; which is, that of doing justice, if possible, to your distinguished services, while under my immediate orders; indeed, my gallant and inestimable friend, you have most honorably supported me in every enterprise, and in every danger, through a series of the most imminent and important services in which a naval officer could be engaged. Such distinguished conduct fully merits the highest encomiums from my pen, and calls forth this unfeigned acknowledgement of my gratitude and regard. I will deliver over to you all the orders, &c. to morrow, when you will likewise receive my public thanks. Believe me, very faithfully yours,

"ROBERT HALL."

"*Cadiz, 22nd April,* 1811.

"My dear Thomas,—As I have now relinquished my command, I have to return you my public thanks, for your distinguished services, while under my immediate orders: your character, for courage, fidelity, vigilance, and talent, has met with universal applause. As my supporter, gallant intrepidity, and sound judgment, marked your professional conduct, while you have been no less conspicuous for gentlemanly deportment and high honor in private life: and I request you will do me the favour to receive the accompanying sword, as a lasting memento of my grateful acknowledgements. And I sincerely wish you a fortunate issue out of all your services. Believe me very sincerely yours,

"ROBERT HALL."

On assuming his rank and command, Captain Thomas had also the pleasure of receiving a congratulatory address from the officers of the Cadiz flotilla. The unfortunate result of a most gallant enterprise, which he subsequently undertook, is thus described by him in an official letter to the flag-officer commanding at Cadiz:—

"*Flotilla, off the Guadalquiver, July* 8, 1811.

'Sir,—I have the honor to acquaint you, that on the 5th inst. when

reconnoitring Rota, with part of the division of flotilla under my command, I received information of a French armed schooner having left Seville, and anchored at San Lucar, with property on board to a considerable amount, belonging to the French army, which I deemed an object of sufficient importance to authorise my attempting her destruction. I therefore proceeded with gun-boat No. 20, and the crew of gun-boat No. 5, commanded by Lieutenants Style and Wrottesley, off the Guadalquiver, where I was met by the Fearless gun-brig, Lieutenant Le Blanc, who volunteered to accompany me on this service; and, indeed, from whom I received the information.

"I anchored the gun-boats a short distance from the bar, and proceeded with the small boats, at midnight, and succeeded in getting up with a schooner, which was conceived to have been the object, but proved to be an American. This greatly detained us; and the wind unfortunately setting in strong from the S. W. with a heavy sea, the boats were hardly able to keep their ground, notwithstanding the utmost exertions were made use of.

"The enemy at this time were alarmed in all quarters; a strong guard of soldiers was put on board the schooner, the batteries opened, a fire of musketry was poured into the boats, which was productive of considerable loss on our part, and mortally wounded Lieutenant Le Blanc and 4 men in my own 6-oared gig. Notwithstanding almost every man on the larboard side of the boats commanded by Lieutenants Style and Wrottesley, were either killed or wounded, they still persevered in endeavouring to board; but the wind increasing to a gale, and the loss sustained in killed and wounded, induced me, however painful to my feelings to leave the French flag flying, to order the boats to relinquish their object, and gain the opposite side of the river, which, from the wind and tide, we with difficulty accomplished. This arduous service, in which we have been employed, has therefore been unattended with success; but nothing was wanting on the part of the flotilla-men; their conduct was admirable, and I beg leave particularly to notice the anxious zeal and distinguished gallantry of Lieutenants Style and Wrottesley. I am also particularly indebted to Lieutenant Stephens, R. M. for his zeal and bravery. I herewith enclose a list of 20 killed and wounded, and have the honor to be, &c.

(Signed) "FREDERICK J. THOMAS, Commr."

"Rear-Admiral Hon. A. K. Legge."

On the 2nd Nov. 1811, Captain Thomas reported to the same officer, the melancholy fate of Lieutenant Daly and 25 men, who were blown up in a gun-boat, while assisting at the destruction of several of the enemy's vessels under fort Catalina. The body of the unfortunate gentleman was afterwards picked up near Cadiz light-house, and interred with military honors.

Immediately after the evacuation of the enemy's lines before Cadiz, the city of Seville was also freed from the in-

vaders of Andalusia, by a combined force under General La Cruz and Colonel Skerrett. Captain Thomas "commanded a naval detachment on that expedition, and having overcome a multitude of difficulties, while beating through a dangerous navigation, disembarked the troops, without an accident, in the neighbourhood of Wucha. The armies immediately marched forward upon Seville: he volunteered his services to accompany them, and, anxious that the navy should co-operate with the advance of the Spanish force, undertook an enterprise to accomplish that object, which fortunately proved successful.

"The pilots would not undertake to conduct to a proper station the flotilla, destined for that service, when, availing himself of that alternative, which the necessity of the case required, he pushed the gun-boats through by Wucha creek, dragged them through a gut, and joined the advance with General Downie, who fell at the assault of Seville, covered with honorable wounds."

The French were driven out of Seville on the 27th Aug. 1812; and about that period, Captain Thomas became the senior commander of the flotilla*. He subsequently received the following letter and testimonial from his worthy commodore, with whom he had left England in 1810:—

"My dear Thomas,—I have made over your letters, &c. &c. to Rear-Admiral Linzee, who has now relieved me in my command; but, I am happy, before I leave this station, to offer you my very sincere good wishes, and to express my cordial approbation of your valuable services, and to thank you for your attentions in all parts of the service in which I have been personally concerned; and I shall always hear of your success with the sincerest pleasure; and remain always, with great respect and regard, very truly yours,

(Signed) "C. V. PENROSE."

"During the time Captain Thomas was under my command, his conduct gave me the most entire satisfaction; and he had opportunities, which he failed not to seize, of evincing the greatest intrepidity and sound judgment."

(Signed as before.)

We next find Captain Thomas receiving two very handsome letters from the flag-officer at Gibraltar, of which we shall here give copies:—

* See p. 201.

" My dear Thomas,—The convoy you detained has arrived safe, with the exception of one American ship, which is just entering the Gut, and your Sierra Leone brig is in a fair way for condemnation. How incomparably well you must have disposed of your forces, to have intercepted so large a convoy; what an extraordinary good look out, and what vigilance and zeal you must possess. Instead of wanting rest after all your toils and dangers, if report speak true, you have entered upon a new and laborious system of catching prizes, extended a chain of gunboats across the harbour, and anchored yourself in the middle, so that nothing can enter or depart. Highly commendable, indeed, is such zeal, inseparably connected, as it is, with your prudence and good judgment; and, indeed, every body speaks of your moderation and kindness with affectionate regard. You do well, be assured, always to consider, that you are in a friendly port, and how necessary it is, rigidly to adhere to the laws of neutrality. I have such confidence in your understanding, that I am sure you cannot mistake those laws; and I feel such security from your judgment, that you will ascertain what is the proper distance to be observed in the detention of contraband trade: with these hints, without wishing to abate any of your zeal, I shall hope for a continuation of your success, and remain, very sincerely yours,

" Sam. Hood Linzee, Rear-Admiral."

" My dear Thomas,—I am happy to inform you, that you are appointed to command the San Juan, bearing my flag; and I have to express to you, how fully I appreciate the appointment of such an honorable and distinguished officer, and one who possesses my confidence and esteem in the fullest extent. Whenever you can leave your Cadiz friends, I shall be glad to see you. Very sincerely yours,"

(*Signed as before.*)

At the conclusion of his memorial to the Spanish government, which, owing to the unhappy state of that nation, has hitherto remained unnoticed, Captain Thomas asserts, that, during the Peninsular war, he was at the storming or destruction of 12 batteries; and at the spiking, capture, and destruction of several hundred pieces of ordnance, and upwards of 150 sail of vessels: that at his own expense, he fitted out two armed vessels, resembling in rig and construction the French privateers of Rota and San Lucar, which proved a great protection to the trade, and often succeeded in decoying the enemy; that he co-operated with the Spanish naval and military forces in every enterprise undertaken against the French, in the south of Spain; and that the then existing government particularized him in a vote of thanks for his " patriotism, bravery, and zeal."

The services of the flotilla in general were fully and gratefully acknowledged by the Ajuntamiente of Cadiz, in an address to Rear-Admiral Legge, dated Sept. 18, 1812, of which the following is an extract:—

"Cadiz, free from the treacherous siege with which the enemy has molested it during *thirty months*, now enjoys the satisfaction of seeing its independence secure; and a wise constitution restores to the Spaniards their liberty and their rights. These advantages, as well national as allied, are owing to the brave defenders of this island; the English marine which hath taken so active a part in all operations, and not only has deserved the esteem and gratitude of the inhabitants of Cadiz, but also hath rendered itself entitled to the rewards and distinctions of the English nation. If your Excellency, by your knowledge of the merit of the captains, officers, and ships' companies of the vessels under your command, *especially those of the flotilla*, and of the great fatigues they have undergone in the midst of the greatest dangers, would be pleased to intercede in favor of those meritorious officers, the city of Cadiz, which is so much interested in their welfare, will have the satisfaction of seeing rewards distributed as a recompense for such signal services."

To this the Rear-Admiral replied as follows:—

"The services of the British officers and men who have so long served in the flotilla, in whose welfare you have been kindly pleased to interest yourselves, are duly appreciated by me, and I have not failed to represent them to the notice of the British government."

On the 25th May, 1813, Lord Fitzroy Somerset, military secretary to the Marquis of Wellington, informed Captain Thomas, by letter from Matitta, that his lordship had written, by that day's post, "to Viscount Melville, regarding his promotion." He was also recommended for advancement by the British Ambassador, who had resided at Cadiz during the siege; the following is a copy of his Excellency's letter to the head of the naval department:—

"My dear Lord,—I hope you will pardon the liberty I take in transmitting you the enclosed, from Captain F. J. Thomas, who commanded a division of gun-boats, during the siege of this place. I believe there are few examples of a more arduous service than that in which Captain Thomas was engaged for a period of nearly two years and a half; and there is scarcely an inhabitant of Cadiz, who cannot bear testimony to his indefatigable exertions, and to the skill and gallantry which he displayed in all his encounters with the enemy. I hope, therefore, that I may be allowed to recommend Captain Thomas to your lordship's favorable consideration,

and I need scarcely add, that his object is promotion to the rank of Post-Captain, &c. &c. &c."

(Signed) "HENRY WELLESLEY."

"*The Right Hon. Viscount Melville.*"

After commanding the San Juan about six months, Captain Thomas was at length advanced to post rank, by commission dated Dec. 8, 1813. He returned to England in the Eurotas frigate, bearing the flag of Rear-Admiral Linzee, early in the following year. It is worthy of remark, that, although he served longer at Cadiz than any other commander, he is the only one that has not received an honorary distinction. Captains Hall, Fellowes, and Carroll, were nominated Companions of the Bath, at the enlargement of that Order; we rejoice that it has been in our power to prove that Captain Thomas was no less deserving.

Captain Thomas is the author of a work entitled "England's Defence." In 1818, he invented a life-boat, to pull and sail at the average rate, with three keels; the two outer support the bilge, and will prevent the vessel from upsetting or sinking. In 1820, he suggested plans for constructing a pier at Brighton, similar to that at Ryde, in the Isle of Wight, and for sheltering it by a breakwater, to be formed of forest timber. In 1821, he tendered a schedule to open a communication between the S. E. and S.W. parts of Sussex, by means of a bridge across the river Arun, which would obviate the necessity of passing through Arundel, and thereby cut off a circuitous route of several miles.

This gallant and meritorious officer married, Aug. 7, 1816, Susannah, daughter of the late Arthur Atherly, Esq., and sister to the then M.P. for Southampton. Mrs. Thomas died July, 23, 1828.

WILLIAM HOWE MULCASTER, Esq.

A Companion of the Most Honorable Military Order of the Bath, and a Knight of the Portuguese Order of the Tower and Sword.

This officer is a son of the late Major-General Mulcaster, R.E. He was made a lieutenant early in 1800; and we first find him

mentioned in an official letter from the late Sir George Collier to Rear-Admiral (now Sir Eliab) Harvey; of which the following is an extract:—

"*Minerva, off Cape Finisterre, June* 23, 1806.

"Having reason to believe there were some lugger privateers in Finisterre bay, under the protection of the fort, I last night, it being calm, despatched two boats from H. M. ship under my command to scour the bay. From among the volunteers for this service, it fell to the lot of Lieutenant Mulcaster, first lieutenant, accompanied by Lieutenant Menzies, R.M. to command the cutter; the barge was directed by Lieutenant Ogle Moore.

"This forenoon, I had the satisfaction to see the boats returning, accompanied by five Spanish luggers and chasse marées, mostly laden with wine, bound to Ferrol and Corunna. Lieutenant Mulcaster speaks very handsomely of the support he received from the officers, petty officers, seamen, and marines, employed on this occasion. I feel I should be deficient in my duty did I omit to state the circumstances attending the execution of this service, so creditable to Lieutenant Mulcaster and his companions.

"The first object was the fort, mounting 8 brass guns, 24 and 12-pounders, which commanded the vessels. This was carried in a most neat and masterly manner by the bayonet and pike, before the guard had either time to raise the drawbridge or discharge a 12-pounder, which had been brought to face the gate (a fishing-boat having apprized them of the approach of our boats). Part of the Spanish guard laid down their arms, and are now on board; the rest escaped.

"As the day began to dawn, and as the men were much harassed from a long row to the shore, and a fatiguing march over a heavy sand, the party were obliged to confine themselves to spiking the guns, and throwing some of them into the sea, ere they took possession of the vessels. The circumstance from which I derive most pleasure is, that this service was executed without a man being hurt on either side, although the boats in their return, during a calm of near three hours, were exposed to the fire of a 2-gun battery on a hill to the southward of the town."

This was considered by Earl St. Vincent as "a very neat exploit," conducted by an officer whom he "felt great pride in acknowledging as an elève" of his own. On the 29th July, 1806, his lordship transmitted to the Admiralty "another instance of the enterprising spirit of Lieutenant Mulcaster."

"*Minerva, off Oporto, July* 12, 1806.

"Finding it was likely H. M. ship under my command might be detained in these roads a couple of days, and being informed the Oporto and Lisbon trade were hourly expected from England, for which several Spanish

privateers and row-boats were lurking in Portuguese creeks and rivers, I determined upon sending a boat to the northward, and at the solicitations of my first lieutenant, Mr. Mulcaster, I despatched him on the 9th instant, in the barge, with his former companion, Lieutenant Menzies, R.M. who, upon every opportunity, has most handsomely volunteered his services, and Mr. Turrell, midshipman, to cruise a few leagues north of this port, with the hope of intercepting some of the piratical cruisers belonging to Guarda.

"On the evening of the 11th, I had the satisfaction to be rejoined by the barge, having a Spanish lugger in company, la Buena Dicha privateer, armed with one 9-pounder, blunderbusses, and musketry, manned with 26 of the Guarda desperadoes, and capable of rowing 20 sweeps.

"The very active and enterprising character of Lieutenant Mulcaster will not, I trust, suffer by my giving you the particulars of the capture of the privateer, which, though insignificant in herself, is one of those, from their peculiar construction, which have done much mischief to British Oporto traders. The lugger having been apprised by a fishing-boat of the barge being near her, was far from avoiding the contest, which, though short, was very severe. The barge advanced under a discharge of grape-shot, from the prow gun, which was soon cleared, when the enemy prepared to defend themselves with the sabre and pistol, which the activity and resolution of the officers, seconded by the boat's crew, soon rendered unavailing. One Spaniard was killed; the captain and 4 others miserably wounded. The regret I should feel on any other occasion is considerably diminished by a knowledge of the character and description of the people the boat's crew had to deal with; and I have little doubt but this check, so much desired by the British factory at Oporto, will destroy, in a great measure, that spirit of enterprise which has so long marked the inhabitants of Guarda. I have the greatest pleasure in stating Lieutenant Mulcaster's report of the very active and determined conduct of Lieutenant Menzies, the inferior officers and boat's crew, after a fatiguing row of near 40 miles; and am sure you will feel equal pleasure in a knowledge that none were killed or wounded.

(Signed) "C. R. COLLIER."

"*To Rear-admiral Harvey.*"

We next find Lieutenant Mulcaster serving as first of the Confiance 22, commanded by the late Sir James Lucas Yeo, at the capture of Cayenne, in Jan. 1809. The following account of that conquest is taken from the London gazette:—

"*Admiralty Office, April* 15.

"Captain James Lucas Yeo, of H. M.S. Confiance, has transmitted copies of his letters to Sir William Sidney Smith, detailing his proceedings against Cayenne.

"Having, in conjunction with the Portuguese land forces, under the command of Licutenant-colonel Manuel Marques, taken possession, on

the 8th Dec. last, of the district of Oyapok, and on the 15th of the same month, with the Confiance and a Portuguese sloop and cutter, reduced that of Approaque, Captain Yeo, proceeded to the attack of the island of Cayenne, with the Confiance, two Portuguese sloops, and some smaller vessels, having on board 550 Portuguese troops. The following is a copy of Captain Yeo's letter on this subject:—

"'*H. M. S. Confiance, Cayenne harbour, 15th Jan.* 1809.

"'Sir—My last letters to you of the 26th ult. informed you of the arrival of the Portuguese troops at Approaque. On the 4th inst. it was determined by Lieutenant-colonel M. Marques and myself, to make a descent on the east side of the island of Cayenne. Accordingly, all the troops were embarked on board the small vessels, amounting to 550, likewise 80 seamen and marines from the Confiance, and a party of marines from the Voador and Infante, brigs. On the morning of the 6th, all dropt into the mouth of the river. In the evening I proceeded, with 10 canoes and about 250 men, to endeavour to gain possession of two batteries; the one fort Diamant, which commands the entrance of the river Mahuree, the other Grand Cane, commanding the great road to the town of Cayenne. The vessels, with the remainder of the troops, I entrusted to Captain Salgado, of the Voador, with orders to follow me after dusk, to anchor in the mouth of the river Mahuree, and wait until I gained the before-mentioned batteries; when, on my making the signal agreed on, he was to enter the river, and disembark with all possible despatch. I reached Point Mahuree at 3 o'clock next morning, with 5 canoes; the others, being heavy, could not keep up. We then landed in a bay half-way between the two batteries. The surge was so great, that our boats soon went to pieces. I ordered Major Joaquim Manoel Pinto, with a detachment of Portuguese troops, to the left, and to take Grand Cane; while I, accompanied by Lieutenants Mulcaster, Blyth, and Read; Messrs. Thomas Savory (purser), William Taylor (carpenter), George Forder, and David Irwin (midshipmen), proceeded to the right, with a party of the Confiance's crew, to take fort Diamant, which was soon in our possession, mounting two 24-pounders and one brass 9, with 50 men. I am sorry to add, that Lieutenant John Read, R.M. a meritorious young officer, was mortally wounded, as also 1 seaman and 5 marines badly. The French commandant, with 3 soldiers, killed, and 4 wounded. Major Pinto had the same success; the fort mounting two brass 9-pounders and having 40 men: 2 of the enemy were killed. The entrance of the river being in our possession, the signal agreed on was made, and by noon all were disembarked. At the same time I received information of General Victor Hugues having quitted Cayenne, at the head of 1000 troops, to dispossess us of our posts. Our force being too small to be divided, and the distance between the two posts being great, and only 12 miles from Cayenne, it was determined to dismantle fort Diamant, and collect all our forces at Grand Cane. I therefore left my first lieutenant, Mr. Mulcaster, with a party of the Confiance's, to perform that service, and then join me. On arriving at Grand Cane, I

perceived two other batteries about a mile up the river, on opposite sides, and within half-gun shot of each other: the one on the right bank called Treo, on an eminence commanding the creek leading to Cayenne; the other, at the opposite side, at the entrance of the creek leading to the house and plantation of General Victor Hugues, and evidently erected for no other purpose than its defence. At three o'clock I anchored the Lion and Vinganza cutters abreast of them, when a smart action commenced on both sides for an hour; when finding the enemy's metal and position so superior to ours, the cutters having only 4-pounders, and many of our men falling from the incessant shower of grape-shot, I determined to storm them, and therefore directed Mr. Savory to accompany a party of Portuguese to land at General Hugues' battery: at the same time proceeding myself, accompanied by Lieutenant Blyth, my gig's crew, and a party of Portuguese troops, to that of Treo; and though both parties had to land at the very muzzle of the guns keeping up a continual fire of grape and musketry, the cool bravery of the men soon carried them, and put the enemy to flight: each fort mounted two brass 9-pounders and had fifty men. This service was scarcely accomplished, before the French troops from Cayenne attacked the Colonel at Grand Cane. Our force then much dispersed, I therefore, without waiting an instant, ordered every body to the boats, and proceeded to the aid of the colonel, who, with his small force, had withstood the enemy; and after a smart action of three hours, they retreated to Cayenne. At the same time, 250 of the enemy appeared before fort Diamant; but perceiving Lieutenant Mulcaster prepared to receive them, and imagining his force much greater than it was, they, on hearing the defeat of their general, followed his example. There was yet the strongest post of the enemy to be taken, which was the private house of General Victor Hugues; he had, besides the fort above-mentioned, planted before his house a field-piece and a swivel, with 100 of his best troops. It is situated on the main, between 2 and 3 miles in the interior, at the end of an avenue the same length from the river; on the right hand of which is a thick wood, and on the left the creek Fouille. I have also to remark, that there is nothing near appertaining to government, or for the defence of the colony. On the morning of the 8th I proceeded, accompanied by Lieutenant Mulcaster, Messrs. Savory and Forder, with some seamen and marines of the Confiance, and a party of Portuguese troops, with a field piece, to take the said post; but as my only object was to take the troops prisoners, by which the garrison of Cayenne would be much weakened, I despatched Lieutenant Mulcaster in my gig, with a flag of truce, to acquaint the officer commanding, that my only object was to take the post, for which I had force sufficient; and though I might lose some men in taking it, there could be no doubt as to the result: I therefore requested, for the sake of humanity, he would not attempt to defend a place not tenable; but that I was determined, if he made a useless resistance in defending a private habitation, against which I gave him my honor no harm was intended, I should consider it as a fortress, and would level it to

the ground. The enemy's advanced guard allowed the flag of truce to approach them within a boat's length; then fired two vollies at them, and retreated. I then landed; but reflecting it was possible this outrage was committed from the ignorance of an inferior officer, I sent Lieutenant Mulcaster a second time, when on his approaching the house, they fired the field-piece at him. Finding all communication that way ineffectual, yet wishing to preserve the private property of a general-officer, who was perhaps ignorant and innocent of his subaltern's conduct, I sent one of the general's slaves to the officer with the same message, who returned with an answer that any thing I had to communicate must be in writing; at the same instant he fired his field-piece as a signal to his troops, who were in ambush on our right in the wood, to fire, keeping up a steady and well-directed fire from his field-piece at the house. It was my intention to have advanced with my field-piece; but finding he had made several fosses in the road, and the wood being lined with musketry, not a man of whom we could see, and the field-piece in front, I ordered ours to be thrown into a fosse, when our men cheering, advanced with pike and bayonet, and took the enemy's gun: they retreated into the house, and kept up a smart fire from the windows; but on our entering they flew through the back premises into the wood, firing as they retreated. Every thing was levelled with the ground, except the habitations of the slaves. As we received information that about 400 of the enemy were about to take possession of Beauregard plain, on an eminence which commands the several roads to and from Cayenne, it was determined between the lieutenant-colonel and myself to be beforehand with the enemy, and march our whole force there direct. We gained the start of the enemy on the 9th, and on the 10th Lieutenant Mulcaster and a Portuguese officer, were sent into the town with a summons to the general. In the evening these officers returned, accompanied by Victor Hugues' aid-de-camp, requesting an armistice for 24 hours, to arrange the articles of capitulation. This being granted, and hostages exchanged, on the 11th the lieutenant-colonel and myself met the general, and partly arranged the articles. A second-meeting on the morning of the 12th finally fixed them, and on the morning of the 14th, the Portuguese troops and British seamen and marines marched into Cayenne, and took possession of the town. The enemy, amounting to 400, laid down their arms on the parade, and were immediately embarked on board the several vessels belonging to the expedition; at the same time the militia, amounting to 600, together with 200 blacks, who had been incorporated with the regular troops, delivered in their arms.

"It is with pleasure I observe, that throughout the expedition the utmost unanimity has prevailed between the Portuguese and the British, and I have myself experienced the most friendly intercourse with Lieutenant-Colonel Manoel Marques.

"The conduct of Captain Salgado of the Voader in the post I assigned him, was that of a zealous and energetic officer, and I feel I should do him an injustice were I to withhold my testimony of his merit. I must also

acknowledge with satisfaction the services of Lieutenant Joze Pedro Schultz, who landed the Voader's marines, and indeed every individual belonging to the Portuguese squadron.

"It has always been with the highest gratification to my feelings, that I have had to mention the good conduct of the officers, seamen, and marines of the ship I have the honor to command; but during the whole course of my service I have never witnessed such persevering resolution as they have displayed, from the commencement of the campaign to the reduction of Cayenne.

"To my first lieutenant, Mr. William Howe Mulcaster, I feel myself principally indebted for the very able support I have received from him throughout, though it was no more than I expected from an officer of his known merit in the service.

"Lieutenant Samuel Blyth continued his exertions, notwithstanding his wounds; and the assistance I derived from his active intrepidity can never be forgotten. * * * * * *.

"To Mr. Savory, who has made himself remarkably useful on various occasions, and who, from my having so few officers on so detached a service as this has been, was of the greatest utility to me, I feel myself much indebted. * * * * * *.

"To Messrs. Taylor, Forder, and Irwin; and Mr. Thomas Sevestre, who gave particular attention to the wounded, my warmest thanks are due. It is but just that I should take notice of the exertions of Mr. James Arscott, acting-master, who has passed for lieutenant, whom I left in charge of the ship, and who proved himself worthy of the confidence reposed in him. The Topaze, French frigate, appeared in the offing on the 13th, with a reinforcement for the garrison, when, though with only 25 Englishmen and 20 negroes, and no other officers than 2 young midshipmen, Messrs. George Yeo and Lewis Bryant, he contrived, by his skillful manœuvres, to drive her off the coast*.

"As to the seamen and marines, all praise I can bestow fall short of their merit, *from the 15th Dec. they never slept in their beds*; the weather was constantly both boisterous and rainy; the roads almost impassable; and from the time we landed until the surrender of the place, they had not the least cessation from fatigue. * * * * *.

(Signed) "JAMES LUCAS YEO."

The total loss sustained by the Confiance, during the above operations, was 1 killed; 2 mortally wounded, 9 dangerously, 3 severely, and 9 slightly. Lieutenant Blyth received no less than five arrows in his arm; and from their

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* Mr. James erroneously states that Mr. George Yeo had charge of the Confiance, see *Nav. Hist.* Vol. V. p. 310. Mr. Arscott obtained the rank of lieutenant, April 14, 1810; and died at Teignmouth, Sept. 27, 1816.

being barbed, they could not be extracted but by the knife. The Portuguese had 1 killed and 8 wounded; the enemy, 16 slain and 20 wounded.

The following copy of an official note, and the extract of its enclosure, will shew how highly the Prince Regent of Portugal was pleased at the expulsion of the French from South America; and the various marks of favor which his Royal Highness was pleased to confer upon Captain Yeo, and the officers and crew of the Confiance, in consequence of their gallant and successful exertions in effecting the reduction of Cayenne:—

"The undersigned, counsellor, minister, and secretary of state for the departments of foreign affairs and war, has the honor to inform his Excellency Lord Viscount Strangford, his Britannic Majesty's envoy extraordinary and minister plenipotentiary, that H. R. H. the Prince Regent of Portugal, justly appreciating the services and co-operation of the Confiance, in the expedition against Cayenne, the conquest of which settlement was achieved for the greater part by the valor and activity of her officers and men, and wishing to give to each of the individuals belonging to that ship, a mark of his gratitude, following as nearly as possible the usages practised in England upon similar occasions, has been pleased to order the gratifications and rewards specified in the enclosed paper to be distributed among them; and, as the said ship is to depart immediately for England, H. R. Highness's envoy at London will receive instructions to carry H. R. Highness's commands upon this subject into execution, without loss of time. His Royal Highness hopes that Lord Strangford will communicate the subject of this note, as well to his court as to the commander of the Confiance, in order that he may announce it to the officers and men previously to the departure of that ship from Rio de Janeiro. The undersigned requests Lord Strangford to accept the assurances of his highest regard, respect, and consideration.

(Signed) "CONDE DE LINHARES."

"*Palace of Rio de Janeiro, Aug.* 21, 1809.

"His Royal Highness the Prince Regent, as a special and singular favor, not to serve as example or precedent, grants to Captain Yeo the permission to wear the ensigns of a commander of the military order of St. Bento d'Avis: Captain Yeo receiving at the same time other marks of his Royal Highness's good-will and consideration*.

"To Lieutenant Mulcaster, H. R. H. gives a gold sword, with a suitable inscription; to Lieutenant Samuel Blyth, the sum of 150*l.* for the purchase of a sword, or of any other memorial of the conquest of Cayenne. To

* The Prince had previously presented Captain Yeo with a valuable diamond ring, from off his own finger.

Mr. Thomas Savory, a gratuity of 100 guineas, for a similar purpose: to Mr. Thomas Sevestre, by his own desire, the Order of the Tower and Sword: to Mr. James Largue* and Mr. William Taylor, the sum of 50 guineas each, for the purchase of swords, &c; to each of the midshipmen employed at Cayenne, viz. Messrs. George Forder, David Irwin, William Moore, Edward Bryant, and George Yeo, a sword, with the word 'CAYENNE,' and a suitable inscription engraved thereon; and to each individual of the ship's company, a large silver medal, to be struck in England, to commemorate the occasion. * * * * * *

An annual pension of £14 sterling each was also given by H. R. H. to 5 of the badly wounded men; and all the others received gratuities varying from 40*l.* to 10*l.* according to their respective hurts!

The subject of this sketch was made commander May 13, 1809; and appointed to the Emulous sloop, on the Halifax station, about Oct. 1810. He captured l'Adele, French letter of marque, laden with cotton, Aug. 26, 1811; and the Gossamer, American privateer, of 14 guns and 100 men, July 30, 1812. The Emulous was wrecked on Sable Island, Aug. 3, following.

Captain Mulcaster's next appointment was about Mar. 1813, to the Princess Charlotte 42, then building at Kingston, on Lake Ontario. His promotion to post rank took place Dec. 29 in the same year.

On the 6th May, 1814, only 22 days after the launching of the Princess Charlotte, Captain Mulcaster received a dangerous wound, when in the act of storming fort Oswego, the capture of which has been related at pp. 215-217 of Suppl. Part II. He was nominated a C. B. in June 1815, and granted permission to accept and wear the insignia of the Portuguese Military Order of the Tower and Sword, in Oct. 1825.

Captain Mulcaster enjoys a pension of 300*l.* per annum. He married, Oct. 13, 1814, Sophia Sawyer, youngest daughter of the late Colonel Van Cortlandt.

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* Master's-Mate.

JOSEPH DRURY, Esq.

Assisted at the reduction of Java, in 1811; obtained the rank of Commander Feb. 7, 1812; and was posted into the Volage 22, on the East India station, Feb. 4, 1814.

ALEXANDER GORDON, Esq.

A son of the late John Gordon, of Balmuir, Aberdeenshire, Esq. by Margaret Stuart, of Duncarn, Fifeshire, a lineal descendant of the Regent Murray.

This officer was born at Edinburgh, in May, 1780; and we first find him serving under the late Vice-admiral Thomas Pringle at the defeat of the French fleet, by Earl Howe, June 1, 1794*. He also witnessed the capture of three republican line-of-battle ships, near l'Orient, June 23, 1795†; on which latter occasion, the Valiant was commanded by Captain (afterwards Vice-admiral) Christopher Parker.

From that ship, Mr. Gordon was removed to the Asia 64, bearing the flag of Rear-admiral Pringle, with whom, after serving for several months on the North Sea station, he proceeded to the Cape of Good Hope, in the Tremendous 74.

Mr. Gordon had not been long at the Cape, when he received an order to act as lieutenant of the Prince Frederick (late Revolutie 66) one of the Dutch squadron taken in Saldanha bay, Aug. 18, 1796‡. This appointment was confirmed by the Admiralty, in the month of Dec. following.

During the last five years of the French revolutionary war, Lieutenant Gordon served under the late Vice-Admiral Edward Oliver Osborn, in the Trident, 64, and Arrogant, 74, on the East India station; where he assisted at the capture of the Dutch Company's armed ship Hartog von Brunswyk, mounting 28 guns, pierced for 50, with a complement of 320 men; the Mongoose brig, of 14 guns and 65 men; a brig, name unknown, of 6 guns; the Onderneming Indiaman; and the Uni French privateer, of 30 guns and 216 men. The Mongoose

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* See Vol. I. Part I. pp. 75-78. † See *id.* p. 246 *et seq.*
‡ See *id.* p. 50 *et seq.*

and Onderneming were taken by the boats of the Arrogant, on the north coast of Java, May 17th and 25th, 1800.

Lieutenant Gordon's next appointment was, in May 1803, to the Polyphemus 64, Captain John Lawford; by whom he was entrusted with the charge of the Santa Gertruyda, a Spanish galleon, taken off Cape St. Mary, Dec. 7, 1804. His arrival at Plymouth is thus noticed in a letter from thence, dated Jan. 10, 1805:—

"The large frigate seen off the Sound, in tow of an armed ship, after beating off and on the whole day and night, this morning made some progress. At 11 A. M. she stood into the Sound and fired a gun. On being boarded, she proved to be a Spanish frigate mounting only 14 guns, from Peru and Mexico, bound to Corunna, deeply and richly laden. She was captured by the Polyphemus, but parted company in a violent gale of wind on the 16th ult., since which she has experienced very bad weather, carried away her main-mast, and had her rudder choked. She fell in with, a few days since, the Harriet armed defence ship, which took her in tow; and has been beating about the Channel ever since. The Spanish captain speaks in the highest terms of the attention and politeness of Lieutenant Gordon, and the nautical skill he displayed when the ship carried away her main-mast, and was labouring very much, with the rudder choked, in the gale on Christmas day."

We have been informed, since the publication of Vice-Admiral Lawford's memoir *, that the Santa Gertruyda *lost* her rudder and was *totally* dismasted, after she parted company with the ship appointed to see her into port; also that a new rudder had been constructed, and jury-masts-rigged, before she fell in with the Harriet.

The Polyphemus, at this period, formed part of the squadron employed off Cadiz, under the orders of Sir John Orde, who was directed by the Admiralty to promote her first lieutenant, whenever an opportunity should offer. Instead of doing so, however, the Vice-Admiral shortly afterwards gave the command of the Wasp sloop to one of his own officers, and appointed Lieutenant Gordon to succeed him in the Glory 98, from which ship he was again removed to the Polyphemus, on a change taking place in the naval administration, occasioned by Lord Melville's retirement.

With the exception of his being obliged to leave the latter

* See Vol. I. Part II. p. 498.

ship, through ill-health, about a week previous to the battle of Trafalgar, we find no further mention of the subject of this sketch until he was made commander, and appointed to the Moselle brig, of 18 guns, January 22, 1806. In the course of that year, he successively visited the Western Islands, Barbadoes, the coast of America, and Halifax. In 1807, he appears to have been very actively employed on the Mediterranean station.

The Moselle was afterward sent to Jamaica, from whence Captain Gordon returned home, invalided, towards the close of 1808. His next appointment was, about Dec. 1809, to the Rattler sloop, then employed in convoying transports to and from Lisbon; but subsequently attached to the squadron under Vice-admiral Sawyer, on the North American station.

In 1812, and the following year, Captain Gordon commanded a small detachment in the bay of Fundy, where the Rattler and her consorts made many prizes, principally American merchantmen. In May, 1813, he addressed the following letter to the senior officer off Boston:—

"Sir,—I have the honor to acquaint you, for the information of the commander-in-chief, that H. M. S. under my command drove on shore, and captured, on the 19th instant, off Kenebank, the private armed ship Alexander, of 18 guns, returning to Salem from a cruise of 10 weeks. The Alexander is a remarkably fine ship, four years old, and was considered the fastest sailing privateer out of the United States; she left Salem with a crew of 127 men, but had only about 70 remaining at the time of her capture, the greatest part of whom made their escape on her getting a-ground, and several were drowned in their attempt to swim from her. H.M. schooner Bream, contributed much to our assistance in getting the ship off, and, I am happy to say, with hardly any injury.

'I had the honor to report to the senior officer at Halifax, my having chased on shore, near Bayley's Mistake, the American privateer schooner Gallynippee, of 2 long 6-pounders and 35 men, on the 2d inst. and of her being in that situation attacked and destroyed by the boats of H. M. ship, in charge of Mr. James Cutlip, acting master. I have the honor to be, &c.

(Signed) "ALEX. GORDON."

"To the Hon. T. B. Capel, Captain H. M. S. La Hogue"

Several other small privateers were likewise destroyed by the boats of the Rattler, during her stay in the bay of Fundy.

On the 28th June, 1813, Captain Gordon was removed into the Chesapeake frigate, then just captured by the Shannon, and he continued to command that ship until she was [illegible]

to England, when he exchanged with Captain Burdett, of the Maidstone 36. His subsequent appointments were to the Superb 74, bearing the broad pendant of Commodore Hotham, off New London; and the Narcissus 32, also on the American station; from whence he returned home about Mar. 1815. His post commission bears date Feb. 10, 1814.

Captain Gordon married, Nov. 6, 1821, Mary Elizabeth, only daughter of the late Sir Ernest Gordon, Bart. of Park, co. Banff, N. B. One of his brothers, a captain in the 87th regiment, was mortally wounded at the storming of Monte Video; another held the same rank in the "Queen's Own," and died of yellow fever, at Barbadoes, in 1815.

Agents.—Messrs. Maude & Co.

FREDERICK HICKEY, Esq.

Was born Aug. 22, 1775. He entered the navy as a midshipman on board the Porcupine 24, in 1787; and served in that ship, under Captains Lambert Brabazon and George Martin, on the Irish and Scotch stations, until 1792; when he was removed to the Lion 64, commanded by Sir Erasmus Gower, and fitting for the reception of Lord Macartney, who was then about to proceed on an embassy to the court of Pekin *. During the voyage from Batavia to the Yellow Sea, he appears to have been occasionally employed in the Clarence and Jackall tenders †.

On his return home from China, Mr. Hickey was immediately promoted into the Hind 28, of which frigate he served as first lieutenant, under Captains Richard Lee and John Bazely, until the latter was turned on shore, with all his officers, during the general mutiny at Spithead, in 1797. This measure, we should observe, was not adopted by the Hind's crew on account of ill treatment, or any other grievance; but solely in consequence of two larger ships having anchored near, and threatened to fire into her, if she did not follow their example.

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* See Vol. II. Part II. note † at p. 636, *et seq.*

† See *id.* note at p. 639.

Our readers will remember, that the insurrection at Spithead was followed by one of a still more alarming nature among the seamen of the North Sea fleet; and that a formidable force was ordered to be equipped in the river Thames, for the purpose of reducing the seamen at the Nore to submission. Lieutenant Hickey, being then unemployed, lost no time in tendering his services, which were immediately accepted. He was at first nominated to the command of a gun-vessel, under the orders of Sir Erasmus Gower; but ultimately appointed to the Neptune 98, bearing that officer's broad pendant, and manned with volunteers raised by the Merchants of London *.

After the suppression of this second mutiny, and the trial and punishment of the principal offenders, the Neptune joined the Channel fleet, as a private ship, under the command of Sir Erasmus Gower, who continued in her until his promotion to the rank of Rear-Admiral, Feb. 14, 1799. She was subsequently employed, for a short time, on the Mediterranean station †.

In 1800, Mr. Hickey was appointed to the Waakzaamheid 26, Captain David Atkins, with whom he removed, as first lieutenant, to the Princess Royal 98, bearing the flag of their mutual friend, Sir Erasmus Gower, about Feb. 1801.

The Princess Royal formed part of the squadron under Sir Andrew Mitchell, during the mutiny in Bantry bay ‡; and was paid off on her return from Ireland, early in 1802. A grand promotion was then about to take place, in consequence of the peace of Amiens, and it was naturally supposed that Mr. Hickey would be included therein: Earl St. Vincent, however, decided otherwise, and he had the mortification to see a junior officer made commander, while he himself was reduced to the situation of a half-pay lieutenant. His fortunate messmate was the late Captain Edwards Lloyd Graham, who had very recently joined the ship from Haslar hospital, and never been under sail in her.

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* See Vol. I. Part I. p. 162. † See *id.* p. 208.
‡ See Vol. I. Part II. p. 670, *et seq.*

Previous to the renewal of hostilities, Mr. Hickey was offered an appointment, as senior lieutenant, to the Britannia of 100 guns, which he accepted, on being told by Captain Markham, then a Lord of the Admiralty, that, in the event of a war, it would certainly ensure his promotion. The Britannia was at that time intended for Captain James Vashon, (Sir Erasmus Gower's successor in the Neptune); but, by a subsequent arrangement, Mr. Hickey's expectations were again defeated.

The Britannia had not been commissioned above 6 or 7 weeks, when the Earl of Northesk arrived, and took the command of her, bringing with him an old follower, senior in rank to Mr. Hickey. His lordship expressed himself highly pleased with the forward state of the ship; informed the hitherto executive officer, that he was much esteemed at the Admiralty; and told him that he should be happy (if he would remain as second lieutenant) to do all in his power to serve him, as soon as the first was provided for. This was very natural on the part of the Earl, but by no means palatable to Mr Hickey, who shortly afterwards joined the Fisgard frigate, at the particular request of her captain, Lord Mark Kerr, one of his earliest shipmates and friends *. We next find him in the Isis 50, bearing the flag of Sir Erasmus Gower, on the Newfoundland station, where he continued until his promotion to the rank of commander, Jan. 22, 1806.

In April, 1807, Captain Hickey was appointed to the Atalante sloop, building at Bermuda; and previous to her being launched, he appears to have held the acting command, for short periods, of the Squirrel 24, and l'Observateur brig, both on the Halifax station.

In July, 1812, the Atalante captured a ship of 359 tons, from Civita Vecchia, bound to Salem, laden with wines, brandy, silks, and sundries. In Dec. following, she took the Tulip, American letter of marque; and in May, 1813, we find her *towing* into Halifax harbour five other prizes, laden

* See Vol. I. Part II. p. 782, *et seq.*

with cotton, indigo, &c. During the whole of her career, she was always most actively employed, either in cruising against the enemy; in affording protection to the trade between Nova Scotia and the West Indies, or in the blockade of the American ports. The following letter was addressed to Captain Hickey, by his ship's company, in Feb. 1813:—

"Sir,—Perceiving by the Halifax newspaper, that a scandalous report (far from the character of British seamen) has arisen, that the crew of H. M. S. Orpheus, and other ships on this station, would not fight in case of falling in with an American frigate, and having read the letter from the crew of the Orpheus to Lieut. Fayrer, for the information of Captain Pigot *, the crew of the Atalante do most readily coincide in their comrades' representation, and their loyal disposition for their King and Country; and beg it may be made known also, that should an opportunity occur, the Atalante will never surrender, even to a superiority of force; that all on board are loyal and true, and have devoted their lives to the service of their beloved Country."

(Signed by 17 petty and non-commissioned officers).

The subsequent loss of the Atalante, is thus described by Captain Hickey:—

"On Thursday the 4th Nov. 1813, having received orders from Captain Oliver, of H. M. S. Valiant, to proceed to Halifax with despatches, and for the purpose of completing provisions and getting new cables, I sailed from off New London about 10 o'clock in the forenoon, having then not quite 14 days' provisions on board. At day-light on Monday morning, the land was discovered between Cape Sable and Shelburne, bearing from N. N. W. to N. W. by N., distant about 7 or 8 miles. At 8 A. M. on Monday, the weather became foggy, and we lost sight of the land. At noon, same day, the weather was quite thick and hazy, very little wind between S. S. W. and W. S. W., steered N. E. by E. and N. E. by E. ½ E., sounding frequently—made but 24 miles distance in 24 hours, and the soundings corresponding with the chart. The whole of Tuesday thick foggy weather; continued to steer N. E. by E. till 6 P. M., when the course was altered to E. N. E. Moderate breezes, the ship going from 4 to 5 knots, the deep-sea lead kept going every two hours until 4 A. M. on Wednesday, after which it was hove every hour. At day-light on Wednesday, the officer of the watch called me and reported the soundings, to the best of my recollection 61 fathoms: I then judged we must be approaching Sambro light-house, and directed a fog signal-gun to be fired, which I repeated at intervals of fifteen or twenty minutes, the ship going under easy sail (top-sails and jib only), at the rate of four or five knots.

* See *Nav. Chron.* v. 29, p. 195.

At about 8-15 A. M., the report of a gun was heard in the N N. W., supposed to be from the light-house; sounded in 46 fathoms, and continued to fire guns, which were answered till past 9 o'clock. At 9, sounded in 38 fathoms, set top-gallant-sails, and stood in to make the land, steering about N. N. E., a man looking out on the jib-boom-end, another at the bowsprit-end, and a good leadsman in the chains, expecting the fog would clear sufficiently, as we approached the shore, to see any danger that might present itself. Not hearing any guns fired in answer to ours for three quarters of an hour before the ship struck, I considered her sufficiently far to the eastward to clear the Sisters, on the course we were then steering. At 10-10, as near as I can recollect, having just before asked the man in the chains if he had any bottom, and being answered that he had none with 20 fathoms up and down, I apprehended no danger, and consulted the master, who agreed with me in supposing, that, at the easy rate we were then going, we should get soundings, or see any danger that might lie before us, in sufficient time to avoid it; but I had scarcely done speaking when the look-out man at the jib-boom-end called out 'starboard the helm;' and conceiving it was to avoid some vessel near us, the fog being excessively thick, the helm was immediately put to starboard; but before it was hard over the ship was in the breakers, and in a few minutes the rudder, the stern-post, and part of the keel were knocked off. Perceiving immediately there was no hope of saving the ship, my whole attention was turned to saving the lives of my valuable crew; to effect which, I directed, in the first place, the quarter boats to be lowered, and the jolly-boat to be launched from the poop. I had also given directions for the guns to be thrown overboard; but the ship filled before any of them could be cast loose. All those above water were fired as signals of distress, and I sent men aloft to hook the yard-tackles for getting the pinnace out; but the tottering state of the masts compelled me to call them down again; and, ordering every body to windward, I directed the main and fore-masts to be cut away, which was immediately done, and they both fell on the starboard side without injuring the boat. Immediately after the fall of the masts, the ship parted in two places, just before the mizen and main-chains. A few of the crew were then on the larboard side of the ship, the only part above water, and the remainder clinging about the masts and on the booms. About 60 men got into the pinnace, which was still supported by the booms; but as there were no hopes of saving the boats with that number in her, I persuaded about 20 or 30 to come out and endeavour by main strength to launch her clear of the wreck, which they succeeded in doing in a most miraculous manner. The jolly-boat was stove and filled with water immediately after being launched, and there then remained but three boats, (the pinnace, the cutter, and a gig) one of which I despatched to a brig observed to be near us, with orders to anchor her close to the wreck, if possible. The boat returned after having let go the brig's anchor, which did not reach the bottom, and we saw no more of her. Nothing being now left to trust our lives to except the boats and a raft, as many

men as the former would apparently contain got into them, some by swimming from the wreck, whilst others were hauled off by means of oars and small spars. The booms had been rafted together immediately after the pinnace was launched; on which, after the boats were apparently filled with men, myself and 37 others remained a considerable time; but seeing no chance of getting it clear, and the wreck drifting into worse breakers, I caused the small boats to come near us, and each to take in a few more men, distributing them with each other and the pinnace till I succeeded in getting every man and boy safe off the raft, when, with three cheers, the wreck was abandoned. After pulling near 2 hours without seeing the land, guided only by a small dial compass, which one of the quarter-masters had in his pocket, we picked up a fisherman, who piloted the boats safe into Portuguese cove, where we landed about 2 o'clock, the boats containing 133 persons. The poor inhabitants of Portuguese cove behaved towards us all with every possible mark of hospitality, kindness, and attention, that humanity could dictate."

On the 12th Nov. 1813, a court-martial was assembled on board the Victorious 74, at Halifax, "to enquire into all the particulars attending the loss of H. M. sloop Atalante, and to try Captain Hickey, the officers, and crew of that sloop for the same." The foregoing narrative was then read, and the following proved in evidence.

That the sound of the last gun heard by the Atalante's officers, &c. bore about W. N. W., and appeared to have come from a distance of at least 3 miles. That every one on board supposed the guns were fired by the people on Sambro island. That Captain Hickey, relying on the accuracy of the Admiralty chart, and concluding that there was no danger to be apprehended until he shoaled his water to 10 fathoms, had at various times, and at different seasons of the year, made the coast of Nova Scotia in thick foggy weather, and, guided by the guns of Sambro island, anchored the Atalante in Halifax harbour, when one side of it could not be distinguished from the other. That Sir John Borlase Warren had recently entered the same port with ten sail of the line and frigates, during the prevalence of a thick fog. That the Atalante had parted 3 cables before she left the blockading squadron off New London. That Captain Hickey was the last person who quitted the wreck, at which time he had nothing on but a pair of drawers, a shirt, and a hat. And that many lives would have been lost, had the boats been less ably managed

than they were under his directions. After the examination of his officers and crew, Captain Hickey addressed the Court as follows :—

"Mr. President, and Gentlemen of this highly honorable Court,—From a careful revision of the evidence which has appeared in the course of the prosecution, not a doubt remains in my mind of every fact stated in my narrative being incontrovertibly established, and that it will appear in the clearest light, that no exertions of myself or others on board could have prevented H. M. late sloop from utter destruction after her first striking. It then remains only for me to establish the fact of the ship not having been lost through wilfulness, negligence, or other default on the part of myself, the officers, or crew; and this, I trust, without taking up much time of the Court, I shall be able to prove, if that has not already been done, equally to the full conviction and satisfaction of every member composing it. The reasons I shall first offer to the Court for incurring the slightest risk of H. M. late sloop are as follow:— the great importance of a ship short of provisions at this season of the year, together with her being furnished with no other than worn out cables, which had been condemned by survey as unfit to trust to, reaching a port in safety. These would, in my opinion, of themselves be sufficient reasons to advance in justification of an officer less experienced in the navigation of this coast than myself incurring some risk in attempting to make the harbour; but I beg, in addition to them, to point out for the information of this most honorable court, that I was charged with public letters and despatches from Captain Oliver, the senior officer off New London, for the commander-in-chief, and which I took for granted were of considerable importance, believing they related to the movements of the enemy, who were reported, when I left New London, to be determined on putting to sea at all risks: those letters and despatches were all I was enabled to save from the wreck, and which I delivered in person to the commander-in-chief soon after I landed.

"It now becomes a pleasing task to me to state in the fullest manner, that the conduct of my officers and ship's company, under the most trying circumstances in which human beings could be placed, was orderly, obedient, and respectful, to the last extremity. I have only to add, that having been 26 years in the service, with the exception of the last short interval of peace, twelve years of which have been passed in the performance of the arduous duties of a first lieutenant, in ships of every class, from a first to a sixth rate, and the last six years and a half on a foreign station, commanding the sloop I have lately had the misfortune to lose, my character and reputation as an officer and a seaman have remained untarnished; and I feel a confidence, from the high veneration and respect I hold for the members composing the tribunal before which I am arraigned, that justice, in its fullest measure, will be done me, in whatever shape my sentence may appear."

SENTENCE.

"The Court having diligently enquired into all the particulars attending

the loss of H. M. sloop Atalante, and maturely and deliberately weighed and considered the same, it appears to the court that H. M. sloop was lost by running on the Sisters Rocks, or the eastern ledge, off Sambro island, in a fog, having mistaken the guns of some ship or vessel for the fog-signal guns on the same island, which fog-signal guns are established for the guidance of H. M. ships on approaching Halifax harbour in thick weather; but in consideration of the ship being short of provisions, of her having despatches on board for the commander-in-chief, and of its having been the practice for H. M. ships on this station to run for the said harbour under similar circumstances of weather by the sound of Sambro island guns, the court doth acquit Captain Frederick Hickey, the officers, and company of H. M. late sloop Atalante, of all blame on that occasion."

It was afterwards ascertained that the guns were fired by the Barrosa frigate. The following is an extract of a letter from Jeremiah O'Sullivan, Esq. of Limerick, who had recently escaped from New London, and was then a passenger on board the Atalante:—

"In twelve minutes she was literally torn to pieces; the crew swam to the boats; and to see so many poor souls struggling for life, some naked, others on spars, casks, or any thing tenable, was a scene painful beyond description. I was in the cabin when the ship struck; the shock told me our fate. To the honor of Captain Hickey, he was the last who left the wreck; his calmness, his humanity, and his courage, during the entire of this awful scene, was superior to man: every thing is lost but our lives."

Captain Hickey's post commission bears date Feb. 19, 1814. He subsequently commanded the Prince Regent 56, bearing the broad pendant of Sir James Yeo, on Lake Ontario; the St. Lawrence 102, in which ship he continued until the peace with America; and the Blossom 24, on the South American station, from whence he returned home, with specie to a large amount, Aug. 8, 1819.

In 1815, when returning from Canada, through the United States, Captain Hickey was arrested at the suit of a Yankee skipper, whose schooner had been accidentally run down by the Atalante, so far back as the year 1810. The sum thus unexpectedly demanded of him was no less than 40,000 dollars, for which he was obliged to find bail before he could leave the country. On this occasion, an American lawyer most handsomely said, that a British officer should not be consigned to a gaol, under such circumstances, for want of a surety, and instantly gave his bond for the full amount of the alleged damages. In 1820, the trial took place;—Captain

Hickey had made a point of proceeding to New York, for the purpose of awaiting its issue. The evidence was altogether in his favor: it was clearly proved that the prosecutor had persisted in running away from the Atalante, until she got close up to his vessel, and that the accident was the result of his own folly in attempting to cross her bows while she still had considerable head-way. Emmet, the Irish refugee, conducted the prosecution; sophistry and national prejudice overcame truth; the defendant was sentenced to pay 38,000 dollars; and—the plaintiff, after very little consideration, consented to accept exactly one-half of the sum for which the original writ was issued. The schooner and her cargo could not have been worth much more than 1000*l.* sterling. We are happy to state that the Admiralty, admitting the hardship of his case, most liberally and expeditiously released him from all embarrassments by recommending the Lords of the Treasury to reimburse him out of the droits of Admiralty, which was accomplished by the time his bills on England became due.

Agent.—J. Hinxman, Esq.

HENRY THOMAS DAVIES, Esq.

Was first lieutenant of the Blanche frigate, mounting 46 guns, at the capture of le Guerriere, July 19, 1806. The following is a copy of the official letter published on that occasion:—

"*H. M. S. Blanche, July* 26, 1806.

"My Lord,—I have the honor to acquaint you of my return to Yarmouth roads, having in company le Guerriere French frigate, commanded by Mons. Hubert, member of the legion of honor, whom I captured on the 19th instant, in lat. 62° N. off the Ferroe islands, after a sharp contest of 45 minutes.

"Le Guerriere is of the largest class of frigates, mounting 50 guns, with a complement of 317 men; but these were soon sadly reduced by our destructive fire; and the ship has also suffered very severely, while the damages of the Blanche are confined to the top-masts, rigging, and sails.

"It now becomes a pleasing duty to beg you to recommend Lieutenant Henry Thomas Davies to their lordships' notice, and to speak in terms of respect of his general good conduct, as also of Lieutenants Bastin and

Allan; of Mr. Robertson, the master; and Lieutenant John Campbell, R. M. The warrant officers, midshipmen, and ship's company, are likewise entitled to my warmest praise. I have the honor to be, &c.

(Signed) "THOMAS LAVIE."

"*Right Hon. Lord Keith, K. B.*
&c. &c. &c."

Le Guerriere formed part of a squadron that had been sent from l'Orient to cruise on the coasts of Iceland, Greenland, and Spitzbergen, for the purpose of destroying the British and Russian whalers. She had on board 52 men more than the Blanche, but many of her crew were sickly, and in broadside weight of metal she was rather inferior to her opponent. The British frigate had not a man slain, and only 4 persons wounded, one of whom was Lieutenant Robert Bastin: the enemy sustained a loss of 20 killed and 30 wounded.

In 1809, Captain Davies commanded the Tyrian, a 10-gun brig, on the Guernsey station; and, in Aug. 1811, we find him appointed to the Albacore sloop, mounting 16 32-pounder carronades, 8 twelves, and 2 long sixes, with a complement of 121 officers, men, and boys. His commission as a commander bears date July 28, 1806.

"On the 16th Dec. 1812," says Mr. James, "the French 40-gun frigate Gloire, Captain Rousin, sailed from Havre, with a very strong S. E. wind, which carried her as far as the Lizard, and there left her, on the afternoon of the 17th, entirely becalmed. On the 18th, at day-light, the Gloire found herself nearly in the midst of nine vessels, the greater part of them evidently merchantmen. Two of the number, however, were vessels of war: the nearest was the British ship-sloop Albacore, Captain Henry Thomas Davies; and, about 4 miles to the westward of her, was the 14-gun schooner Pickle, Lieutenant William Figg. At 8 A. M. the Gloire, who had been standing on the starboard tack, wore with a light air of wind, and edged away for the Albacore, then bearing from her N. E. by N. Each ship soon ascertained that the other was an enemy; and at 9 A. M. the Gloire hauled to the wind on the larboard tack, and made all sail to escape. Judging by this, probably, that the apparent French 40-gun frigate was an *armée en flûte*, or large store-ship, Captain Davies crowded sail in chase, followed, at some distance, by the Pickle; the latter and the Albacore making repeated signals, to apprize the vessels in sight of the presence of an enemy.

"At 10-12 A. M. having by carrying down the breeze arrived within carronade range on the frigate's weather quarter, the Albacore opened her fire; whereupon the Gloire hoisted French colours, and fired in return, hauling up a little, to bestow a raking broadside upon her unequal anta-

gonist. To avoid this the Albacore tacked. The breeze soon afterwards fell nearly to a calm; and at 11 A. M. finding her antagonist much too strong for her, the Albacore discontinued the action, with her fore-spring-stay shot away, her rigging a good deal damaged, and the loss of one Lieutenant (William Harman) killed, and 6 or 7 men wounded. Strange to say, the French frigate herself did not seem disposed to renew the action, but wore and made all sail to the westward.

"At 1 P. M., the Pickle having closed, and a light breeze sprung up from the southward, the Albacore again made sail, and at 3 P. M. was joined in the chase by the 12-gun brig Borer, Captain Richard Coote, and 4-gun cutter Landrail, Lieutenant John Hill. At 5 P. M. the Albacore began firing her bow-chasers; as, on coming up, did two out of her three formidable consorts. For the Landrail to have fired her 12-pounder carronades would have been a farce. To this alarming cannonade, the Gloire replied with her stern chasers, and continued running from the 'escadre,' as if each of her four pursuers had been a frigate like herself. Thus the chase continued, but without any firing after 7 P. M., until midnight on the 19th; when this dastardly French frigate, who, it appears, did not have a man hurt on the occasion, had run herself completely out of sight. Captain Davies merited great praise for his gallantry and perseverance; and there cannot be a doubt, that by the boldness of the Albacore in chasing and attacking the Gloire, several merchant vessels were saved from capture*."

Captain Davies was advanced to post rank, Feb. 19, 1814; and subsequently employed on the Canadian Lakes, under Sir James Lucas Yeo.

Agent.—Wm. Holmes, Esq.

PETER FISHER, Esq.

Was made lieutenant in 1800; commander Dec. 27, 1808; and post-captain Feb. 19, 1814.

Agents.—Messrs. Maude and Co.

EDWARD REYNOLDS SIBLY, Esq.

We are not acquainted with the name of the ship in which this officer went first to sea, but we know that she was com-

* *Nav. Hist.* VI. 227 *et seq.*

manded by his uncle the late Rear-Admiral Reynolds, whose melancholy fate has been noticed at p. 13. In 1790, he joined the Salisbury 50, bearing the flag of Vice-Admiral Mark Milbanke, commander-in-chief at Newfoundland; and on the glorious 1st June, 1794, he served as midshipman under Sir Alexander Hood, in the Royal George 110*. His promotion to the rank of lieutenant took place about three weeks after that memorable battle.

In 1795, Mr. Sibly proceeded to the East Indies, in the Victorious 74; and he did not return home from that station until May, 1803. In the ensuing year he joined the Centaur 74, bearing the broad pendant of the late Sir Samuel Hood, at the Leeward Islands, where he assisted in capturing many of the enemies' vessels, one of which, l'Elizabeth French schooner privateer, mounting 6 guns, was brought out from under the batteries of Basseterre by four boats entrusted to his command. The very gallant exploit for which he obtained further advancement will be seen by the following official letter:—

"*Centaur, off Rochfort, July* 19, 1806.

"My Lord,—I beg leave to enclose to your lordship, a letter I have received from Captain Rodd, of H. M. S. Indefatigable, giving an account of an attack made by a boat from each line-of-battle ship of this squadron, and those of the Indefatigable and Iris, on two corvettes and a convoy, in the entrance of the river Gironde. *Le Cæsar, the largest corvette, was boarded and carried by the division of boats led on by Lieutenant Sibly, first of the Centaur, in a style highly honourable to the national character.* The western breeze that sprang up after the boats left the Indefatigable, and blowing stronger as they advanced, was truly perplexing, for it was the only circumstance that could have prevented the whole falling into our hands; they took advantage on the first attack, made sail, and escaped before the wind and tide up the Gironde; it was impossible for the boats to prevent them. The firm resistance made by the corvette caused a greater loss than could be expected, but nothing could withstand the bravery of the officers and seamen employed.

"To Lieutenant Sibly's gallantry, no words of mine are equal to do justice: every one speaks of him in terms of the highest commendation: I had before, in the West Indies, experienced his brave conduct; he now has *seven severe wounds*, but I hope none are mortal; and I beg leave to

* See Vol. I. Part I. p. 246.

recommend him as an officer truly deserving the attention of my Lords Commissioners of the Admiralty.

"To Lieutenant Parker, first of the Indefatigable, much praise is due, and given him by Lieutenant Sibly, for his brave support, and able conduct in managing the corvette after he was wounded. I have the honor to be, &c.

(Signed) "SAM. HOOD."

"*To Right Hon. the Earl of St. Vincent, &c. &c. &c.*"

Le Cæsar proved to be a fine brig of 18 guns and 86 men, "in every respect well prepared, and expecting the attack." In working out past the batteries, which kept up a constant fire on her, she was engaged by her late consort (formerly an English gun-brig) for nearly two hours. The greater part of the British boats were either shot through, or so badly stove, that they were swamped, and obliged to be cut adrift from her. Lieutenant Sibly was wounded by pike and sabre, in the arm, face, and side. The officers employed under him, whose names we have been able to ascertain, were as follow:—

CONQUEROR'S,—Lieutenant Gamaliel Fitzmaurice, and Mr. Helpman, master's-mate *. PRINCE OF WALES'S,—Lieutenant Francis, and Mr. Thomas Mullins, master's-mate †. REVENGE'S,—Lieutenant Charles Manners, and Mr. Thomas Blackstone, midshipman §. POLYPHEMUS'S,—none mentioned in Captain Rodd's report. MONARCH'S,—Lieutenant Dalhousie Tait †. INDEFATIGABLE'S—Lieutenants Thomas Parker ‡, Thomas Arscott, and R. Shepherdson †. IRIS,—none reported.

The total loss sustained by the British on this occasion, was 6 slain, 21 dangerously and severely wounded, 15 slightly wounded, and 21 missing. All the latter belonged to the Revenge's boat, which was struck by a large shot, and would have sunk but for the proximity of the shore. The survivors, on landing, were of course made prisoners. The enemy's loss is not stated in Captain Rodd's letter to Sir Samuel Hood.

Captain Sibly's commission as commander, bears date Aug. 4, 1806; and at the end of that year we find him appointed to the Hermes sloop of war; in which vessel he sailed for South America, Mar. 9, 1807. His next appoint-

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* Killed. † Badly wounded. ‡ Slightly wounded. § Missing.

ment was, May 29, 1809, to the Sheerwater a 10-gun brig, fitting at Chatham for the Mediterranean station.

An attempt made by a division of the Toulon fleet to cut off the Sheerwater, while she was employed in watching a French convoy at Bandol, on the 20th July, 1810, has been noticed at p. 650 of Vol. I. Part II. The gallant and steady manner in which she was conducted on that occasion, particularly while under the fire of two of the enemy's ships, was viewed with no small degree of admiration by all the inshore squadron, and obtained for Captain Sibly, his officers, and crew, the highest encomiums from their commander-in-chief.

In Dec. 1810, Captain Sibly assumed the command of the Swallow brig; and on the 26th July, 1811, he captured, near Sicily, la Belle Genoise privateer, of 2 guns and 37 men. The following is his official account of an action between the Swallow and two French national vessels, dated off Frejus, June 16, 1812:—

"Sir,—In pursuance of your directions by signal yesterday to look out W. by S., and information by telegraph of a convoy being at anchor, off the islands of St. Margurittas, I used every exertion to get to the westward; and at day-light this morning saw them under weigh, protected by a brig of the largest class, a schooner, and several gun-boats; H. M. sloop under my command was then becalmed.

"The enemy's brig and schooner made all sail towards us, having a light breeze in shore, apparently with intention of bringing us to action; but on our getting a breeze, about 6 A. M., they hauled their wind, tacked, and used every exertion by sweeps and boats to avoid us; which they effected, and stood towards Frejus. My hopes were now small of their giving us a meeting; but a little after noon, the breeze freshening, they again stood off, and being on opposite tacks, we neared each other fast, the schooner keeping a little to windward of her consort. Being now certain of weathering the brig, at 1 P. M. I closed, passing her to windward within 30 yards, and wore close under her stern, in the hope of keeping her head off shore; but, unfortunately, our head-braces being shot away, I was not able to keep so close as I intended, by which means he got his head in-shore in spite of all my efforts; and I had the mortification, after a close action of about 40 minutes, to be obliged to haul off, to avoid the enemy's batteries on shore, my opponents making all sail in shore. I have no hesitation in saying, the enemy was completely beaten, his fire having slackened so much, that but a *single* gun was fired from him, while we were in the act of wearing off shore.

"I am sorry to say, we have suffered much from the schooner being able to take a position to annoy us the whole time we were engaged; and it is with sincere concern I have to state the loss of several brave men. The pleasing task now remains to inform you of the gallant support I received from my first lieutenant, Mr. Daniel O'Hea; Mr. John Theed, acting lieutenant; Mr. James Crocker, master; and Mr. Eugene Ryan, purser (who volunteered his services on deck); all of whom are entitled to my greatest praise; also Mr. Cole, master's-mate, whom I frequently before had occasion to mention in terms of the strongest approbation. Nothing from my pen will ever do justice to the steady gallantry of the brave fellows I had the honor to command; and I have only to regret we were so circumstanced, that their exertions were not crowned with that success that must inevitably have attended, had we been further from the enemy's shore. I have the honor to be, Sir, &c.

(Signed) "E. R. SIBLY."

"*To Captain Josias Rowley, H. M. S. America.*"

The Swallow mounted 16 thirty-two-pounder carronades, and 2 long sixes, with the usual boat-gun: her established complement of officers, men, and boys was 120; but she went into action with only 109 on board, of whom 6 were killed and 17 wounded. Her principal opponent carried 14 twenty-four-pounder carronades (French calibre), 2 twelves, 2 long sixes, and 180 men, including many volunteer seamen, and a detachment of soldiers, sent to her from Frejus. The schooner mounted 14 eighteen-pounder carronades and 2 long sixes, and is stated to have had on board 113 persons. The enemy's total loss must have been very great, for the brig alone, out of her regular crew, had 14 killed and 28 wounded. Several private accounts of this sanguinary action are given in the Naval Chronicle, vol. xxviii, pp. 194—196.

The subject of this memoir subsequently acted as captain of the Blossom, a post-sloop, employed in the neighbourhood of Gibraltar, where he cruised with tolerable success against the American trade, then returning home uninformed of the war with England*. On his being superseded in the command of that ship, he returned to the Swallow, the boats of which vessel captured a French government transport, of 4 guns, close to Port d'Anzo, Sept. 16, 1813. The particulars

* See Suppl. Part I. p. 350.

of this affair will be given in our memoir of Commander Samuel Edward Cook.

On the 5th of the following month, Captain Sibly assisted at the capture of twenty-nine vessels, lying in the mole of the above mentioned place, the greater part laden with timber, for the arsenal at Toulon *. His promotion to post rank took place Mar. 8, 1814; at which period he was appointed to the Cossack 22, but ordered to take the temporary command of the Havannah 36. In that frigate he captured the Grande Isabella, French schooner privateer, of 4 guns and 64 men, and retook a merchant vessel, her prize, off Corfu, April 15, 1814.

Captain Sibly's last appointments were, in June 1814, to the Caledonia 120, bearing the flag of Lord Exmouth, with whom he returned home after the first abdication of Napoleon Buonaparte; and Nov. 5, 1820, to the Niemen 28, in which ship he conveyed the Right Hon. Sir Thomas Maitland to Lisbon, and then proceeded to the Halifax station, where he continued for a period of nearly three years. The Caledonia was paid off by him at Plymouth, in Sept. 1814; and the Niemen at Portsmouth, June 3, 1824.

Agent.—J. Hinxman, Esq.

HON. HENRY DILKES BYNG.

Is the fourth son of John, fifth Viscount Torrington, and a brother to the noble peer whose long and arduous services, in every quarter of the globe, we have recorded at p. 652, *et seq.* of our first volume.

Mr. Henry D. Byng first embarked, in 1797, on board the St. Albans 64, bearing the flag of Vice-Admiral George Vandeput, who placed him under the care of Captain S. G. Church, commanding la Topaze frigate, on the Halifax station, June 20, 1798.

From that ship he was removed, Dec. 22 following, to the Madras 54, Captain John Dilkes, with whom he sailed for

* See Vol. II. Part I. p. 423, *et seq.*

the Cape of Good Hope and China, about the end of 1799. The Madras had previously been attached to the North Sea fleet, under Admiral Lord Duncan *.

We next find Mr. Henry Byng serving as master's-mate of the Galatea 32, under the command of his eldest brother †; in which active and well disciplined frigate he continued from Jan. 13, 1801, until April 26, 1802. During the peace of Amiens, he successively joined the Centaur 74, flag-ship at Plymouth; and the Imogene 18, Captain Henry Vaughan; with whom he again visited the Cape of Good Hope. On the 7th April, 1803, he was discharged from that sloop into the Texel 64, Captain George Byng, who, as we have before stated, was then the senior officer of all the block-ships stationed in the river Medway.

The subject of this memoir was one of the master's-mates of the Texel, whom we have also mentioned, as having been promoted by Earl St. Vincent, on his retirement from the Admiralty ‡. His first commission bears date May 5, 1804; from which period, he was almost constantly employed, in different ships abroad, until appointed by Sir John B. Warren, to command the Bream schooner, on the Halifax station, in July, 1809.

In Oct. following, Lieutenant Byng received an order from the same officer to act as commander of the Goree sloop; which appointment was confirmed by the Admiralty, Dec. 12, 1809.

At the commencement of the war between Great Britain and the United States, Captain Henry Byng captured the Ranger, an American ship from the Pacific Ocean bound to Nantucket, with a cargo of considerable value.

The Goree being converted into a prison-ship at Bermuda, in Mar. 1813, he was then removed to the Mohawk brig, which vessel formed part of a detachment sent by Sir J. B. Warren, to penetrate the rivers at the head of the Chesapeake, for the purpose of cutting off the enemy's supplies, and destroying their foundries, stores, and public works.

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* See Vol. I. Part I. pp. 360—362.

† Then Captain GEORGE BYNG. ‡ See *id.* Part II. p. 657.

"The enterprise," says Sir John B. Warren, "was conducted with distinguished ability and gallantry under Rear-Admiral Cockburn, and most zealously and bravely executed by Captains Burdett, Lawrence, and Byng, their officers and men. I trust, that when their lordships consider, that this service was performed in the interior of the enemy's country, where the detachment was frequently opposed by superior force, and in a difficult and unknown navigation, that the behaviour of the officers and men will entitle them to their lordships' favor and protection."

The detachment consisted of the Maidstone frigate, Fantome 16, Mohawk 16, four-armed tenders, 180 seamen and 200 marines from the naval brigade, and a small party of royal artillery. Captain Henry Byng's particular share in the business will be seen by the following letter from Rear-Admiral Cockburn to the commander-in-chief, dated off the Sasafras river, May 6, 1813:—

"Sir,—I have the honor to acquaint you, that, understanding Georgetown and Frederickstown, situated up the Sasafras river, were places of some trade and importance; and the Sasafras being the only river or place of shelter for vessels at this upper extremity of the Chesapeake, which I had not examined and cleared, I directed last night the assembling of the boats alongside the Mohawk, from whence, with the marines as before*, under Captains Wybourn and Carter, with my friend Lieutenant Robertson of the artillery, and his small party, they proceeded up this river; being placed by me, for this operation, under the immediate directions of Captain Byng, of the Mohawk.

"I intended that they should arrive before the above-mentioned towns by dawn of day; but in this I was frustrated by the intricacy of the river, our total want of local knowledge in it, the darkness of the night, and the great distance the towns lay up it; it, therefore, unavoidably became late in the morning before we approached them, when, having intercepted a small boat with two of the inhabitants, I directed Captain Byng to halt our boats about 2 miles below the towns, and I sent forward the two Americans in their boat, to warn their countrymen against acting in the same rash manner the people of Havre de Grace had done; assuring them, if they did, that their towns would inevitably meet with a similar fate; but, on the contrary, if they did not attempt resistance, no injury should be done to them or their towns; that vessels and public property only would be seized; that the strictest discipline would be maintained; and that whatever provisions, or other property of individuals, I might require for the use of the squadron, should be instantly paid for in its fullest value; after

* See Captains JOHN LAWRENCE, C. B. and Sir GEORGE A. WESTPHAL, Knt.

having allowed sufficient time for this message to be digested, and their resolution taken thereon, I directed the boats to advance, and I am sorry to say, I soon found the more unwise alternative was adopted; for on our reaching within about a mile of the towns, between two projecting elevated points of the river, a most heavy fire of musketry was opened on us from about 400 men, divided and intrenched on the two opposite banks, aided by one long gun: the launches and rocket-boat smartly returned this fire, with good effect; and, with the other boats and the marines, I pushed ashore immediately above the enemy's position, thereby ensuring the capture of his towns, or the bringing him to a decided action. He determined, however, not to risk the latter, for the moment he discerned we had gained the shore, and that the marines had fixed their bayonets, he fled with his whole force to the woods, and was neither seen nor heard of afterwards, though several parties were sent out to ascertain whether he had taken up any new position, or what had become of him. I gave him, however, the mortification of seeing, from wherever he had hid himself, that I was keeping my word, with respect to the towns, which, excepting the houses of those who had continued peaceably in them, and had taken no part in the attack made on us, were forthwith destroyed, as were four vessels lying in the river, and some stores of sugar, lumber, leather, and other merchandize; I then directed the re-embarkation of our small force, and we proceeded down the river again, to a town I had observed, situated in a branch of it, about half-way up; and here I had the satisfaction to find, that what had passed at Havre, Georgetown, and Frederickstown, had its effect, and led these people to understand, that they had more to hope for from our generosity, than from erecting batteries, and opposing us by means within their power; the inhabitants of this place having met me at landing, to say that they had not permitted either guns or militia to be stationed there, and that whilst there I should not meet with any opposition whatever. I therefore landed with the officers and a small guard only; and having ascertained that there was no public property of any kind, or warlike stores, and having allowed of such articles as we stood in need of being embarked in the boats, on payment to the owners of their full value, I again re-embarked, leaving the people of this place well pleased with the wisdom of their determination on their mode of receiving us; I also had a deputation from Charlestown, in the N. E. river, to assure me that that place is considered by them at your mercy, and that neither guns nor militia-men shall be suffered there; and as I am assured that all the places in the upper part of the Chesapeake have adopted similar resolutions, and as there is now neither public property, vessels, nor warlike stores remaining in this neighbourhood, I propose returning to you with the light squadron to-morrow morning.

"I am sorry to say, the hot fire we were under this morning cost us 5 men wounded, one only, however, severely; and I have much satisfaction in being able to bear testimony to you, of the zeal, gallantry, and good conduct of the different officers and men serving in this division. *To*

Captain Byng of the Mohawk, who conducted the various arrangements, on this occasion, with equal skill and bravery, every possible praise is most justly due; as well as to Captains Wyborn and Carter, Lieutenant Robertson, R.A. and Lieutenant Lewis, of the Highflyer (tender); Lieutenant Alexander, of the Dragon, the senior officer under Captain Byng, in command of the boats, deserves also that I should particularly notice him to you for his steadiness, correctness, and the great ability with which he always executes whatever service is entrusted to him; and I must beg permission to seize this opportunity of stating to you how much I have been indebted, since on this service, to Captain Burdett, who was good enough to receive me on board the Maidstone, when I found it impracticable to advance higher in the Marlborough, and has invariably accompanied me on every occasion whilst directing these various operations, and rendered me always the most able, prompt, and efficacious assistance. I have the honor to be, &c.

(Signed) "G. COCKBURN."

On the 29th June, 1813, Captain Henry Byng assumed the temporary command of the Diadem troop-ship, *vice* Captain John Martin Hanchett, who had been severely wounded, seven days before, in an unsuccessful attempt to obtain possession of Crany island; and for whom he continued to act until Mar. 31, 1814.

This officer's post commission bears date Mar. 9, 1814. During the last 12 years he has held an appointment connected with the naval service in Canada. He married, Oct. 2, 1810, Maria Jane, daughter of the Hon. J. B. Clarke, Member of H. M. Council for Cape Breton.

Agents.—Messrs. Maude & Co.

Having stated, in our first volume, that H. S. H. the Prince of Orange, now King of the Netherlands, when recalled from his exile in England, to rule over the Dutch, was conveyed to Holland in the Warrior 74, commanded by Viscount Torrington, and that he subsequently conferred upon his lordship the insignia of the Order of Wilhelm, for which an elegant sabre was afterwards substituted; we shall here give the translation of a letter shewing the alleged cause of such an exchange having been made.

"*Hague, 6th April,* 1818.

"Sir,—Your Excellency will recollect, that the King, wishing to give some testimony of his satisfaction to Lord Viscount Torrington, for

having commanded the ship which conveyed his Majesty, in 1813, to Scheveling, had named that officer a Knight of the Order of William of the 2d class, but that the regulations established in England were opposed to his receiving the honor which his Majesty had conferred upon him.

"The king, always disposed to give to Lord Torrington a mark of his esteem, has charged me to avail myself of the departure of Vice-Admiral Baron Van de Capellen, to address to your Excellency a Sword of Honor, which His Majesty intends for the noble Lord, as a substitute for the order of knighthood.

"I beg your Excellency to deliver *personally* to Lord Torrington this honorable remembrance, giving him at the same time, in his Majesty's name, the most flattering assurances of his satisfaction. If Lord Torrington should not be in London, I beg your Excellency to acquaint him by letter, of the kind intentions of the King with regard to him.

"Accept, Sir, the renewed expressions of the high consideration with which I have the honor to be,

"Your Excellency's most humble and obedient Servant,

(Signed) "A. W. C. DE NAGELL."

"*To His Excellency, the Baron Fagel,*
"*Ambassador, &c. &c. &c.*
"*London.*"

The following is a copy of a letter on the same subject from Viscount Torrington to the Right Hon. George Canning:—

"*United Service Club, May* 6, 1824.

"My dear Sir,—I trust I am not incorrect in addressing myself to you, and in requesting you would interest yourself in preferring what I feel to be my just claim to a Foreign Order, which has been withheld from me, under circumstances of peculiar hardship.

"In soliciting your kind attention to those circumstances, I have to apologize for intruding myself upon your valuable time, and I rely upon your good humour to forgive it.

"The King of the Netherlands, as a testimony of my conduct, when in command of his Majesty's ship Warrior, forwarded to the Admiralty, the second Order of William III. to be conferred upon me; *which Order was returned without my having any intimation of the circumstance.*

"When I afterwards visited Holland, and paid my respects to the King, his Majesty was pleased to notice it, with an expression of regret, and referred me to his prime minister for an explanation; when it appeared by a communication from the Secretary to the Admiralty, that the Order in question had been sent back, with an intimation that I could not be permitted to accept it, *in consequence of my not having been under fire.* To this decision I submitted, without any remonstrance, as a deference due to superior authority.

"Finding, however, that Captain (now Rear-Admiral) Baker, who

served in the same expedition, junior to myself in rank, and who had only arrived on the coast the preceding day, having merely communicated with the existing government, and landed a few marines, had received the royal permission to accept and wear the third Order of William III., as appears by the London Gazette, I naturally conceived that I had a similar claim to the same indulgence.

"Without desiring to detract, in the slightest degree, from the merits of that gallant and distinguished officer, I beg leave to observe, that he was not engaged with the enemy any more than myself; the service consisted in both of us having landed men, arms, ammunition, &c.

"The King of the Netherlands, and the British Ambassador, the Earl of Clancarty, having both expressed, in the strongest manner, their sense of my services on that occasion, which you will find recorded in your own office, I am induced to hope, that his Majesty's Government will, on a re-consideration of my case, remove the invidious distinction that has, from some misapprehension no doubt, been thus drawn between myself and an officer acting under me, and by giving their sanction to my wearing the Order intended for me, dismiss those impressions which must be unfavorable to me as a naval officer. I have the honor to be,

"My dear Sir,

"Your most obedient and very humble Servant,

(Signed) "TORRINGTON."

In reply to this appeal, Viscount Torrington received a very polite note from the Prime Minister, who, however, declined to interfere in his behalf.

It is worthy of remark, that the late monarch of France, as well as the present sovereign of the Netherlands, was once under his lordship's protection. The former, while proceeding to Rostock, with his eldest son and suite, all huddled together in a British gun-brig, was fallen in with, at the entrance of the Great Belt, by the Warrior, and escorted by her to the squadron under the late Sir George Hope, then cruising off the island of Rugen.

It has been remarked by a contemporary writer, that "the naval battles of Great Britain, from the accession of the illustrious House of Hanover, commence with the name of *Byng* *;" and it might justly have been added, that the loyalty and zeal then manifested by the *Nelson* of that age, has ever since been emulated by his descendants; for no family in

* Ekins' Review of Naval Battles, 2d edit. p. 1.

the empire has ever surpassed them in attachment to their sovereign, or in readiness to support the glory of his crown.

HON. JAMES ASHLEY MAUDE.

A Companion of the Most Honorable Military Order of the Bath, and Knight of the French and Russian Orders of St. Louis and St. Anne.

This officer is the third son of Cornwallis, second Viscount Hawarden, an Irish peer, by his third wife, Anne Elizabeth Stanley, sister to the first Viscount Monck. His ancestor, Christopher Maude, a member of the Irish House of Commons, emigrated from Yorkshire, and settled at Hawarden, co. Tipperary, about the year 1639.

He was born Nov. 6, 1786; made a lieuteuant, Mar. 29, 1805; and appointed to the Ville de Paris, of 110 guns, bearing the flag of Lord Collingwood, on the Mediterranean station, in the spring of 1809. His spirited conduct while serving as a volunteer at the capture and destruction of a French convoy in the bay of Rosas, on which occasion he was slightly wounded, is highly spoken of by the commander-in-chief, whose official letter we have given at p. 157 *et seq.* His commission as a commander bears date Oct. 22, 1810.

On the 15th Feb. 1812, Captain Maude was appointed to the Nemesis 28, *armée en flûte*, in which ship we find him very actively employed on the coast of America, until his promotion to post rank, Mar. 11, 1814. He next obtained the command of the Favourite 20, and in her brought home the ratification, by the President and Senate of the United States, of the treaty of peace, concluded at Ghent, between Great Britain and America, with which he arrived at the Foreign office, Mar. 13, 1815. He was subsequently employed on the East India station. His last appointment was Feb. 9, 1825, to the Glasgow 50, in which frigate he conveyed Lord Strangford to Cronstadt, and afterwards proceeded to the Mediterranean.

The Glasgow was one of the British squadron at the battle of Navarin, Oct. 20, 1827*; and in consequence thereof,

* See Suppl. Part II. p. 333.

Captain Maude was nominated a C. B. &c. &c. as above. He returned home, Aug. 18, 1828.

The subject of this sketch married, Oct. 18, 1817, Albina Broderich, second daughter of his Grace the Archbishop of of Cashel.

Agents.—Messrs. Stilwell.

ANDREW PELLET GREEN, Esq.

Knight of the Royal Hanoverian Guelphic Order, and of the Swedish Military Order of the Sword.

This officer was made lieutenant in Aug. 1800; and he appears to have served under the late Sir Thomas Francis Freemantle, in the Ganges 74, and Neptune 98, at the battles of Copenhagen and Trafalgar, April 2, 1801, and Oct. 21, 1805*.

His commission as commander bears date Feb. 1, 1812. During the ensuing winter he was very actively employed in the Shamrock brig, on the Downs station.

In April 1813, the Shamrock was placed under the orders of Captain John M'Kerlie, who had previously been sent to direct the operations of the Heligoland squadron †. The manner

* The first broadside fired by the Neptune, shot away the main and mizen-masts of the Bucentaure 80, bearing Villeneuve's flag, and doubtless killed and wounded many of her crew. After passing under that ship's stern, Captain Freemantle hauled up, and soon found himself in a similar position a-stern of the huge Santissima Trinidada, whose main and mizen-masts likewise came down with a tremendous crash, just as the Leviathan was in the act of seconding a fire which her leader had so successfully opened‡. The Neptune then luffed up alongside the Spanish 4-decker, while the Conqueror kept up a distant fire upon her to-windward. The fore-mast of the Spaniard soon shared the fate of the others, and she lay an unmanageable wreck upon the water. At this moment Captain Freemantle had his attention suddenly called off by the movement that was making in the enemies' van, some of the ships of which, on bearing up, raked the Neptune, and caused the principal part of the damage and loss which she sustained in the action. Her masts were all more or less injured, and her standing and running rigging much cut; she received nine shot between wind and water: 10 of her crew were killed, and 34 wounded.

† See p. 190 *et seq.* ‡ See p. 180.

in which that force was employed after the arrival of Captain Arthur Farquhar, to succeed the above officer, will be seen by reference to Vol. II. Part II. p. 932 *et seq.*

The following are extracts of Captain Farquhar's official letter to Admiral Young, reporting the capture of the enemy's batteries at Cuxhaven :—

"*H. M. S. Desirée, Dec.* 1, 1813.

"I have the honor to acquaint you, that the French batteries of Phare * and Napoleon, have this morning surrendered to a detachment of his Imperial Majesty's troops, commanded by Colonel Alexander Radinger, and his Britannic Majesty's squadron, as per margin, under my command †.

"On the 28th ultimo, I arrived here from Bremer-lehe, and found that Captain Green, of the Shamrock, had collected the squadron, to co-operate with the Russian troops. On the same evening, I ordered the gun-boats to take a position above Napoleon, to cannonade that battery in concert with the Russians, and advanced the squadron ready to attack Phare.

"On the 29th, a brisk and well-directed fire was kept up on fort Napoleon by the gun-boats, and from field-pieces on the Russian line, with considerable effect; and their tirailleurs annoyed the enemy in both batteries, by a constant fire of musketry, which was returned with vigour; and, from the battery of Phare, red-hot shot were fired, which burnt several houses in the town. During this time, we were employed in landing guns from the squadron, and erecting a battery within 400 yards of the works of Phare. On the morning of the 30th it was completed, and presented to the enemy a formidable appearance, consisting of six 18-pounders, two 32-pounders, and two 6-pounders. The morning was quite thick, and obscured our works; but as soon as it cleared, and we were ready to commence our attack, the enemy threw out a truce, which has ended in the surrender of these two extremely strong batteries, consisting of 26 heavy guns, two 13-inch mortars, and a blockhouse, with a garrison of 300 officers and men, who have been made prisoners of war.

"The expedition with which Captains Green and Banks, who had the direction of forming and completing the seamen's battery, performed that service, I trust will speak for itself. Lieutenant Haultain, whom I had oc-

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* Cuxhaven.

† *Desirée*, and *Shamrock*; *Blazer* brig, Captain Francis Banks; *Piercer* gun brig, Lieutenant Joshua Kneeshaw; *Redbreast* ditto, Lieutenant Sir George Mouat Keith, Bart.; 5 *gun-boats*, Nos. 1, 3, 4, 8, and 10, commanded by Lieutenants Job Hanmer, Charles Henry Seale, Andrew Tullock, Richard Soper, and Francis Darby Romney; and 2 *ditto*, Nos. 2 and 5, under the command of Messrs. Thomas Riches and John Hallowes, petty officers.

casion to mention on a recent occasion, as a volunteer, continued his services; and with all the officers and men of the squadron, employed on this occasion, merit my best thanks, as well as the gun-boats, under the direction of Lieutenant Hanmer, who particularly distinguished themselves, by their well-directed fire, and by the injury they did to the enemy's works.

"I am extremely happy to state, that the loss on this occasion has been very trifling; on the part of the Russians 2 killed and 3 wounded: we have sustained no loss."

A short time previous to the reduction of Cuxhaven, Captain Green had been appointed to the Harrier sloop of war; but, instead of returning home, when superseded in the Shamrock, he continued to serve under Captain Farquhar, as a volunteer, until the fall of Gluckstadt, in Jan. 1814*. The orders with which he is decorated, were conferred upon him for his services in the German rivers.

The subject of this sketch was promoted to post rank April 12, 1814; and appointed to the Wye of 24 guns, May 16, 1815. He came on shore in the month of December following, and remained unemployed until Aug. 25, 1818; on which day he was appointed to command the Rochfort 80, flag-ship of Sir Thomas F. Freemantle, who died at Naples, Dec. 19, 1819. In consequence of that event, Captain Green returned to England, and was put out of commission, about April, 1820.

Agent.—John Chippendale, Esq.

HENRY HAYNES, Esq.

Assisted at the capture of El Galgo, Spanish national brig, by the Crescent frigate, under circumstances highly creditable to his captain and friend, the late Commissioner Lobb †. His promotion to the rank of lieutenant appears to have taken place early in Jan. 1801. He afterwards served under Sir Robert Calder, and Captain (now Sir George) Cockburn, in the Prince of Wales 98, and Captain 74.

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* See Captain John Marshall, C. B.

† See Suppl. Part I. p. 299, *et seq*, and Part II, note at p. 318.

In 1807, Lieutenant Haynes again joined the Prince of Wales, in consequence of a strong recommendation from Commissioner Lobb to Admiral Gambier, whose flag was then flying on board that ship, as commander-in-chief of the armament bound to Copenhagen.

During the operations against that capital, the British army received very efficient assistance from the active and zealous exertions of Lieutenant Haynes, particularly at the landing of the ordnance and military stores; on which occasion he was employed under Captain (now Rear-Admiral) John Bligh, to whom the superintendence of the disembarkation had been entrusted. We have seen a letter written by the captain of the fleet, wherein he says, "no department was better conducted than the one Lieutenant Haynes superintended; and the officers of the artillery were unanimous in reporting the advantage which the service derived from his exertions."

After the surrender of the Danish navy, this officer was appointed acting commander of the Hebe armed ship; and he appears to have been included in the general promotion of Oct. 13, 1807. We subsequently find him commanding the Sapphire sloop, on the Halifax and Jamaica stations. His post commission bears date April 28, 1814.

Captain Haynes married, in 1816, Harriet Watkins, seventh daughter of Thomas Oliver, of Bristol, Esq.

Agents.—Messrs. Maude and Co.

WILLIAM BOWEN MENDS, Esq.

Was made lieutenant early in 1801; commander, Feb. 26, 1811; and post-captain, May 26, 1814. His last appointment was Jan. 24, 1824, to the Blanche 46, fitting for the South American station, from whence he returned to Portsmouth, with nearly 800,000 dollars on board, Sept. 28, 1827.

GEORGE GUSTAVUS LENNOCK, Esq.

Was made lieutenant about May, 1795; and promoted to the rank of commander, while serving on the Jamaica station, Aug. 6, 1806. He there successively commanded the Mignonne and Ferret brigs.

Captain Lennock's next appointment was, Oct. 18, 1809, to the Raven 16, in which vessel he continued upwards of four years. The following is his official account of a dashing little service performed in sight of the enemy's fleet at Flushing, in an intricate passage, and on a lee shore, July 3, 1812:—

"When hauling over the Droograan, I perceived several of the enemy's flotilla that had been exercising considerably to leeward in the Weiling, and was induced to stand on to ascertain if there was a possibility of cutting any of the detachment off, which consisted of fourteen brigs *; on proceeding into the Weiling, about 6-15 P. M., found we could fetch some of them; but, from the haziness of the weather, was unable to make it known by signal, and as standing back to do so would lose the opportunity of disturbing their manœuvres, we plied up with them as far as Wulpen, firing occasionally in passing. The wind blowing strong on shore, our superior sailing and working enabled us to overtake seven, four of which were obliged to anchor close to the surf, under their batteries; the other three were driven on shore; and, at 7-30, were still lying on the beach with the sea beating over them. Only one shot struck us, near the stern-post."

On reconnoitring next morning, Captain Lennock found the three brigs still on the beach, and apparently bilged. "His quickness in deciding on this attack, and his skill and spirit in executing it," obtained him very high approbation.

On the 21st Jan. 1814, this officer was appointed to the Esk corvette, of 20 guns, which ship he paid off, and recommissioned for the Jamaica station, in Sept. 1815. His post commission bears date June 4, 1814.

Captain Lennock married, in 1829, Anne, eldest daughter of J. Walker, of Crawfordtown, Esq.

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* Each armed with 3 or 4 long 24-pounders.

RIGHT HON. LORD NAPIER.

Fellow of the Royal Society of Edinburgh.

Is descended from John Napier, "to whom" says Hume, the historian, "the title of *Great Man* is more justly due, than to any other whom his country ever produced." He was the inventor of the Logarithms and Robdologice, commonly called "Napier's Bones;" and likewise author of a "Treatise on the Revelation of St. John." These works will remain lasting monuments of his sublime judgment, knowledge, and penetration. His only son by his first wife was created a Scotch peer, by the title of Baron Napier, May 4, 1627. The officer of whom we are now to speak, is the eldest son of Francis, seventh Lord Napier, one of the 16 representative peers for Scotland, by Maria Margaret, eldest daughter of Sir William Clavering, K. B.

The Hon. WILLIAM JOHN NAPIER was born Oct. 13, 1786. He served part of his time as midshipman under Lord Cochrane, in the Imperieuse frigate, and commanded one of her boats at the attack of Arcasson, Jan. 7, 1807 *. His first commission bears date Oct. 6, 1809; from which period he served in the Kent 74, Captain Thomas Rogers, and Sparrowhawk 18, Captain James Pringle, on the Mediterranean station, until his promotion to the rank of commander, June 1, 1812. He was then appointed to the Goshawk 16, stationed on the coast of Catalonia, where he had the misfortune to be wrecked Sept. 21, 1813 †.

We next find Captain Napier commanding the Erne corvette, of 20 guns, to which ship he appears to have been appointed in Mar. 1814. He received a post commission June 4 following; married Mar. 28, 1816 ‡; became F. R. S. E. Jan. 26, 1818; succeeded his father, Aug. 1, 1823; and obtained the command of the Diamond 46, fitting for the South American station, May 6, 1824. His next brother,

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* See Commander DAVID MAPLETON.

† See *Nav. Chron.* v. 31, p. 61.

‡ Elizabeth, daughter of the Hon. Andrew Cochrane Johnstone.

Francis, died second lieutenant of the Argo 44, at Port Royal in 1814.

Agents.—Messrs. Cooke, Halford, & Son.

HON. SIR ROBERT CAVENDISH SPENCER,

Knight Commander of the Royal Hanoverian Guelphic Order, and a Groom of the Bedchamber to H. R. H. the Duke of Clarence.

This officer is the second surviving son of Earl Spencer, K. G. formerly First Lord of the Admiralty, by Lady Lavinia Bingham, eldest daughter of Charles, first Earl of Lucan. It may be truly said, that under the direction of his father, the British navy was raised to an eminence which it had never before attained. It was during the noble Earl's administration, that the victories off Cape St. Vincent, Camperdown, and the Nile, were achieved by Jervis, Duncan, and Nelson;—these battles we consider to be unparalleled, in point of consequence and glory, by any equal number that have ever been fought at sea.

It would be a tedious, and indeed superfluous task, to enumerate the many high encomiums that were lavished on Earl Spencer, by all parties, whilst his lordship presided with so much honor, skill, and advantage, at the helm of our maritime affairs; but the animated tribute paid to his professional abilities and judicious disposition of Britain's "natural bulwark," by a political opponent, is worthy of particular notice.

"No one," said the Earl of Darnley, in his speech on the state of the nation, "has a higher opinion than I have of the noble lord over against me: his character is deservedly high. Under his auspices, we have triumphed in every part of the world, and the British flag has been carried to a pitch of unexampled glory!"

To show the high opinion entertained by Nelson of Earl Spencer, we shall here transcribe a letter written to his lordship by that transcendent hero, Oct. 10, 1804:—

"I do assure you, my dear Lord, that not one of all your naval friends, *and you ought to have many*, loves, honors, and respects you more than myself, or is more grateful for all your kindness. Circumstances may have separated us; but my sincere respect and attachment can never be

shaken, by either political or other considerations; and it will always give me pleasure in shewing my regard for the Father by attentions to the Son."

The son alluded to by Nelson is the subject of the following sketch.

The Hon. ROBERT CAVENDISH SPENCER was born Oct. 24, 1791; and he appears to have commenced his naval career in Aug. 1804, at which period we find him embarking as midshipman on board the Tigre 80, Captain Benjamin Hallowell, under whom he continued to serve, in that ship and the Malta 84, until he received an order to take charge of the Pelorus brig, in Oct. 1812.

The manner in which the Tigre and Malta were employed will be seen by reference to pp. 482, 483, and 811 of our first volume; but it is necessary to state, that Mr. Spencer was employed in all the boat services which took place during the period of the second expedition to Egypt, and at both the unsuccessful attacks of Rosetta, under the immediate orders of Captain (now Rear-Admiral) Fellowes, who commanded the gun-boats on the Nile, acting in co-operation with the army against fort St. Julian.

Mr. Spencer also assisted at the capture and destruction of the French convoy in the bay of Rosas, Nov. 1, 1809*. On that occasion he was employed in the Tigre's launch, under Lieutenant Edward Boxer, the senior officer, and leader of the starboard line of boats.

The launch's officers and crew were amongst the first, who, hauling up on the inshore side of la Lamproie†, penetrated under the boarding nettings, which the French on that side had neglected to lace down, trusting no doubt to the tremendous fire of musketry, &c ‡. from the beach, which was expected to render any attempt to board from that side impossible.

Mr. Spencer's commission as lieutenant bears date Dec. 13, 1810; his promotion to the rank of commander took place Jan. 22, 1813. On the latter occasion he was appointed to the Kite brig, of 16 guns; and soon after to the Espoir

* See p. 159. † See p. 160.
‡ See p. 158, par. 3.

18, which sloop joining Sir Edward Pellew's fleet, was selected by that officer to form a part of Captain Ussher's squadron employed off the French coast, in the neighbourhood of Marseilles. It is needless to say, that, so commanded, the little squadron was in a state of unceasing activity, few days passing in which it was not engaged with the enemy. Captain Spencer's gallant and judicious conduct at the attack of Cassis, near Toulon, Aug. 18, 1813, has been described at pp. 353-355 of Supp. Part I.

On the 19th Jan. 1814, Captain Spencer was appointed to the Carron of 20 guns, which ship he continued to command after his advancement to post rank, June 4, 1814.

The Carron was one of the small squadron under Captain the Hon. William Henry Percy, at the attack of Fort Bowyer, near Mobile, in West Florida, Sept. 15, 1814. It will be seen by the official account of that gallant but unsuccessful enterprise (inserted at p. 66 *et seq.*), that after the senior officer anchored, the wind died away, and a strong ebb tide prevented Captain Spencer from getting his ship into the position wished for. He therefore left her distantly engaged, hastened to the assistance of his gallant friend, and remained with him on board the Hermes, until the boats of the squadron came alongside to take out her surviving officers and crew, the greater part of whom, including many of the wounded, were received on board the Carron.

Sir Alexander Cochrane's despatches to the Admiralty, dated Jan. 18, 1815, acquaint us that Captain Spencer was very usefully employed in the expedition against New Orleans, of which we have spoken at pp. 637-639 of Vol. I. Part II.

Captain Spencer, from his knowledge of the French and Spanish languages, was selected by Sir Alexander Cochrane to obtain information respecting the state of Louisiana; in the course of which service, and in procuring guides, pilots, &c. for the approaching expedition, he gained the marked approbation of his chief. He narrowly escaped being taken prisoner by General Jackson's cavalry, while in company with an officer of the Quarter-Master-General's department, looking into the fort of Pensacola, into which place the enemy's

cavalry entered at the moment these officers pushed off from the mole head.

Although the junior captain present, Captain Spencer was selected to reconnoitre, in company with Major Peddie, Lac Borgne, for the purpose of discovering where a landing could be best effected. Owing to the influence which he had obtained over the emigrated Spaniards and Frenchmen settled as fishermen, &c. he prevailed on one of them to take Major Peddie, himself, and his coxswain, in a canoe up the creek, and this party actually penetrated to the suburbs of New Orleans. The object for which they proceeded thither was fully effected, these officers having landed and walked across to the Mississippi river, over the very ground afterwards taken up as the position for his formidable line of defence by General Jackson. In consequence of the report made by Captain Spencer of the practicability of landing up the Bayou Catalan, the army embarked and arrived at its mouth; when, from information obtained by him, it was ascertained that the enemy had occupied some houses at the entrance of the creek with a strong piquet, which Captain Spencer immediately volunteered, with the assistance of some troops, to surprise. Colonel Thornton and about 30 of the 85th and 95th regiments were accordingly despatched in two barges, directed by Captain Spencer, and the service was effected most efficiently, without a shot being fired or an alarm given; had it been otherwise, the army would have experienced considerable difficulty, and probably sustained a heavy loss in landing.

From this time to the disastrous 8th of January, when the army failed in its last attack on the American lines, Captain Spencer was engaged in all the arduous duties which fell to the lot of the officers who remained on shore. The services of all thus employed were so various and so constant that the limits of this work do not allow of our entering into particulars, although it may truly be said that it was from bad fortune, and no want of exertion on the part of the navy, that the expedition proved abortive. Soon after the evacuation of Louisiana, a division of the army was disem-

barked on the neck of land behind Fort Bowyer, when Captain Spencer was attached to the party of seamen landed, and held the situation of second in command under Captain Ricketts, of the Vengeur, until the enemy surrendered. Captain Frederick Langford, of the Cydnus, dying about this time, at Jamaica, Sir Alexander Cochrane wrote a letter to Captain Spencer, marking his sense of that officer's exertions and conduct, during the whole of the operations connected with the coasts of Louisiana and Florida, and appointed him to the command of the Cydnus, a fine 38-gun frigate.

Peace was soon after concluded with the United States, and it being desirable to keep our Indian allies from further hostilities, Captain Spencer was selected by Sir Pulteney Malcolm for the delicate service of settling all their claims, and dismissing them from our service. This was completely arranged to the entire satisfaction of his Majesty's government, notwithstanding the prejudices and wild habits of the Indians, amongst whom Captain Spencer lived encamped at Prospect Bluff, far up the Apalachicola river, for upwards of a month.

Captain Spencer's next appointment was May 20, 1817, to the Ganymede 26. Whilst commanding that ship in the Mediterranean, he was sent by Sir Charles V. Penrose to remonstrate with the Bashaw of Tunis on the behaviour of his cruisers. This mission was not only successful, but the Bashaw was induced to sign an additional article to the existing treaty, binding himself to certain points deemed of importance by the British government.

In 1819, an expedition being intended by Spain for the recovery of her ultramarine colonies, and it being supposed that our extensive and valuable commercial interests might suffer between the contending parties, Sir Thomas M. Hardy was nominated to the chief command on the coasts of South America, and Captain Spencer was selected by the First Lord of the Admiralty to command a frigate under his orders; he was accordingly appointed to the Owen Glendower, of 42 guns.

That ship was paid off, at Chatham, Sept. 17, 1822; having previously visited Copenhagen, to which place Captain Spencer was accompanied by his noble father.

On the 12th April, 1823, Captain Spencer was appointed to the Naiad 46, in which frigate, after a cruise in the Channel, he sailed from Spithead, with sealed orders, in Sept. following. After remaining at Lisbon until the early part of 1824, we find him proceeding to Algiers, with the Camelion brig, of 10 guns, under his orders, for the purpose of making a remonstrance against the outrageous proceedings of the Dey, who had broken open the house of the British Consul, and taken away two of his servants, under the pretence that they belonged to a tribe called Cabbais, natives of the interior, against whom the Regency had commenced a war of extermination and plunder. On his arrival at Algiers, Captain Spencer found two Spanish vessels in the mole, which had just been captured, and their crews destined to slavery. With the most praiseworthy feeling, he made the release of these poor captives a part of his demands, agreeably to the Exmouth treaty, which renounced the right of the Dey to enslave Christian subjects.

After waiting four days, and finding the Dey still obstinate in refusing his just claims, Captain Spencer embarked the Consul General and family on board the Naiad, and on the 31st Jan. 1824, got under weigh with his guests, and worked out of the bay with the Camelion in company. Whilst the Naiad and her consort were beating out, the corvette which had captured the Spanish vessels was seen running for the mole; and chase being given and several shot fired across her bows to bring her to, which were disregarded, she was reduced to a wreck by the Naiad's fire, and subsequently laid on board very gallantly by the Camelion. In a few minutes she was in possession of the brig's crew, and proved to be the Tripoli, of 18 guns and 100 men, of whom 7 were killed and 12 wounded; the British sustained no loss. Finding that this vessel was in a leaky state, and so much disabled by the fire she had sustained as to make her quite unseaworthy, Captain Spencer abandoned her, after taking out the Algerine commander and 17 Spaniards, the latter of whom were thus happily rescued from slavery.

Captain Spencer then proceeded to Malta, for the purpose of communicating his proceedings to Sir Harry Neale, then

commander-in-chief in the Mediterranean, with whom he returned two days afterwards to Algiers. The Dey still continued obstinate in his refusal, and a blockade was established, during the whole period of which the Naiad was employed on that coast.

A very gallant exploit, subsequently performed by the boats of the Naiad, is thus described by Captain Spencer in an official letter to the commander-in-chief, dated May 24, 1824:—

"Sir,—I have much satisfaction in acquainting you with the complete destruction of the Algerine brig of war, lately reported to you, moored alongside the walls of the fortress of Bona, by the boats of the Naiad, under the command of Lieut. Quin, first of this ship.

"If, in detailing this affair, I should trespass somewhat at length on your time, I trust, Sir, you will attribute it solely to my anxious desire that the conspicuous merit of the officers and men in the boats, and their gallant leader, should have due credit, the whole plan of the operations having been formed, and all the details arranged, entirely by Lieut. Quin himself; excepting that I objected to his proposal of bringing the brig out, knowing her situation to be such as would risk very many lives in the attempt.

"The boats left the Naiad at half-past eleven last night, and being guided in their approach by the lights and fires in the different batteries, pulled for what proved to be a sixteen-gun brig of the largest class, whose position was of extraordinary strength, and far beyond what I had even imagined possible.—She was moored head and stern, in addition to a chain cable fast on shore, in a bight within about eighty feet of the walls of the fortress, upon which I counted at least forty pieces of cannon, some flanking her on either side, none further off than short canister range, and several within her own length, amongst which latter were the sixteen guns belonging to the brig herself, the enemy not unreasonably conceiving that, by placing them there, in preference to keeping them in her, all attempts at boarding must be rendered ineffectual by their fire. I have reason to believe, the greater part of her crew were landed to work them, the whole of the Turkish garrison, of about four hundred soldiers, having sufficient employment in managing the other guns, and keeping up a heavy fire of musketry from the embrasures and wall, almost overhanging her deck. A few sailors, left as look-outs, escaped to the shore, leaving the brig so lightened as to cause the greatest difficulty in ascending her sides. All these obstacles, and the tremendous fire of cannon and small arms, kept up during the whole time the boats were in sight, which, from the illumination caused by the burning vessel, was lengthened, served only as a means of shewing how vain all resistance is, when British seamen and marines are led by their officers in the way they were upon this occasion. Lieute-

nant Quin did not leave the brig until she was in a complete blaze in all parts, which ended in her partially blowing up, burning to the water's edge, and at last sinking in such a depth, that not a particle of her is to be seen, her masts having fallen in the flames.

"No language that I am master of can convey to you, Sir, an adequate idea of the intrepidity of the attack, which could only be equalled by the cool courage displayed during the time necessary to distribute the fire in all parts of a vessel under such circumstances.

"The officers' names engaged in this service are subjoined; for as all did their duty so nobly on this occasion, and have on all former ones given me such perfect satisfaction, I cannot in justice particularize. They unite in speaking in the highest terms of the silence and good conduct of the men, who did not allow a whisper to be heard until the enemy's first round of grape, which they answered with three cheers.

"I have great pleasure in adding, that, notwithstanding so very different a return might have been expected, I have only to report a few men hurt by severe contusions, and none killed, chiefly to be attributed to the masterly manner the business was conducted in; the whole of the credit of which is due to Lieut. Quin, to whom I confided the entire arrangement; and I hope you will honor him with your recommendation.

"I have honor to be, &c.

(Signed) "R. C. SPENCER, Captain."

"*Sir Harry Neale, Bart. G.C.B. Vice Admiral, &c.*"

List of Officers and Midshipmen employed in the Boats.

"Lieutenants—Michael Quin, Thomas Dilke, and George Evans; Lieut. W. S. Knapman, R.M.; Messrs. Searls Wood Oldham, Thomas Lavington, David Moseberry, John Robb, Charles Edward Schreiber, George Davies, John L. N. Sealy, Charles Hotham, Hon. Frederick William Grey, Charles D. Ryder, and Edmund H. Seppings, midshipmen *."

Whilst employed on the Barbary coast, the Naiad captured the Muni, from Leghorn bound to Algiers; and assisted in cutting out a ship laden with grain, from under the forts of Bona.

The bomb-vessels and others of the squadron having assembled in the bay of Algiers, the signal was at length made to take up the positions previously arranged, for the purpose of bombarding the town, which was only prevented from being carried into effect by the Dey communicating to Captain Spencer, who had been sent on shore, his readiness to

* This letter appeared in the London Gazette.

come to terms. As it appeared likely the negociations and final arrangements would occupy some days, the commander-in-chief then dispersed his squadron, and left Captain Spencer to conclude the treaty with the Dey, which he performed to the perfect satisfaction of government.

The Naiad was subsequently employed in most of the active duties in the Archipelago, and other parts of the Mediterranean; and Captain Spencer had the charge of many of the negociations which the affairs then going on in Greece, &c. so frequently rendered necessary, and in some important communications with the commander of the Turkish forces in the Morea, and with the Greek chiefs, his exertions were crowned with a very satisfactory result; but, being of a secret nature, we are unable to give the particulars.

On the Naiad being ordered home, Sir Harry Neale addressed the following letter to Captain Spencer.

"*Revenge, Malta, 2d Aug.* 1826.

"Sir,—In forwarding to you your orders for the Naiad's immediate return to England, I cannot but accompany them with an expression of regret at the close of your services under my command; for I have been sensible of the zeal and judgment that you have shewn in the performance of the important duties that I have entrusted to your management; and I must add, that I have observed with pleasure, the good discipline of the Naiad (and particularly the attention which you have so successfully devoted to the exercise of the great guns); which, while it has ensured the efficiency of the ship, and done honor to her officers and ship's company, has, at the same time, afforded a useful example to the sloops which have been from time to time employed under your orders. I am, Sir, &c.

(Signed) "H. NEALE, Vice-Admiral."

The Naiad was paid off at Portsmouth, in the autumn of 1826. The high state of perfection to which gunnery was carried, and the admirable system of discipline established on board that frigate during the period of Captain Spencer's command, is said "*never to have been exceeded.**"

In Aug. 1827, Captain Spencer was appointed Private Secretary to H. R. H. the Lord High Admiral; and he continued to fill that situation until the royal duke's retirement from office, in Sept. 1828, with what credit to himself, and

* See Suppl. Part I. par. 1, at p. 374.

satisfaction to H. R. H., may be judged of from the circumstance of his being honored by a nomination as Groom of the Bedchamber to H. R. H., and the mark of favor shewn by his Sovereign, who, in October of the same year, conferred upon him the title of Knight Commander of the Royal Hanoverian Guelphic Order. He was knighted at Windsor, on the 24th of the following month.

Sir Robert C. Spencer now commands the Madagascar 46, on the Mediterranean station. He received his appointment to that ship Sept. 26, 1828; and sailed from Portsmouth Jan. 21, 1829. His brother, the Hon. Frederick Spencer, commanded the Talbot 28, at the battle of Navarin *.

GEORGE FERGUSON, Esq.

Was made lieutenant Mar. 30, 1805; commander Dec. 27, 1808; and post-captain June 6, 1814.

On the 14th Dec. 1809, being then in the Pylades sloop, on the Mediterranean station, he captured l'Aigle French privateer, of 10 guns and 80 men.

Captain Ferguson married, first, in 1812, Elizabeth, only daughter and heiress of J. Woodhouse, Esq. of Aramstone House, Herefordshire; and secondly, in April, 1825, the Hon. Elizabeth Jane Rowley, sister to the present Lord Langford.

Agents.—Messrs. Maude and Co.

SIR WILLIAM GEORGE PARKER, Bart.

Only son of the late Admiral Sir William Parker, Bart. by Jane, eldest daughter of Edward Collingwood, of Greenwich, Esq. †

* * See Suppl. Part II. pp. 329—334.

† Vice-Admiral Sir William Parker died at Ham, near Richmond, co. Surrey, Dec. 31, 1802.

This officer was born Aug. 19, 1787; and made lieutenant Feb. 2, 1803. We first find him serving under the command of Sir Thomas Livingston, Bart. and assisting at the capture of a Spanish national brig, of 18 guns and 109 men, on the Mediterranean station, April 4, 1806. The capture of the schooner mentioned at p. 244 of Vol. II. Part I. is thus described by his gallant captain, in a letter to Lord Collingwood, dated—

"*Renommée, off Cape Palos, 4th May*, 1806.

"This morning, about 1 A. M., the boats of the Renommée and Nautilus, under the direction of Lieutenant Sir William Parker, of this ship, gallantly boarded, carried, and brought out from under the fire of the guns of the town and Torre de Vieja, and also from under the fire of more than 100 musketeers, his Catholic Majesty's schooner Giganta, of 9 guns, viz. two 24-pounders and three 4-pounders, long guns, and four 4-pounders, swivels, with a crew of 38 men. She is, in my opinion, very fit for his Majesty's service, particularly at Gibraltar.

"The officers who gallantly supported Sir William Parker, were Lieutenant Charles Adams; Mr. Henry Meerton, lieutenant R. M.; and Mr. Timothy Murray, boatswain, of the Renommée: Lieutenant Alexander Nesbett, and Mr. Dawson, carpenter of the Nautilus. When it is considered, this schooner was moored with a chain, within half-pistol shot of the shore; that she had boarding nettings up, and was in every respect prepared to receive our boats, as were also the batteries and musketeers, too much praise cannot be given to the officers and men employed; and I am confident their conduct will meet your lordship's approbation.

"In this affair, Mr. Charles Forbes midshipman, and 3 men were badly wounded; 3 others slightly. The enemy had 9 men wounded, one of them mortally, the others severely:—there were none killed on either side."

On the night of Oct. 21, 1806, the Renommée's boats, under the direction of Sir William Parker, entered the port of Colon, in the island of Majorca, and, in the face of a fire from the vessels lying there, and also from the tower of Falconara, gallantly boarded and carried a Spanish tartan, mounting 4 guns, and two settees deeply laden with grain, one of them armed. The latter were with great difficulty brought out; but the tartan, having got on shore, was set fire to and destroyed. In the execution of this bold enterprise, the British had only one man wounded.

On the following night, Sir William Parker brought off, from under the guns of Falconara, a settee, mounting 2 guns.

On this occasion he was much annoyed by musketry from behind the bushes, which wounded one of his men. To put a stop thereto, he landed with a few sailors and marines, killed 1 Spaniard, and drove off the remainder. The boats then rejoined their frigate without any further loss.

Sir William G. Parker subsequently served as flag-lieutenant to Sir John T. Duckworth, commander-in-chief at Newfoundland. He was advanced to the rank of commander Nov. 29, 1810; and appointed to the Rinaldo brig of 10 guns, Feb. 1, 1812. On the 4th May following, he assisted at the recapture of the Apelles brig, an account of which is given at p. 114 *et seq.* His next appointment was, May 21, 1813, to the Fly 16, in which vessel he continued until his advancement to post rank, June 6, 1814. He married, in Aug. 1808, Elizabeth, daughter of J. C. Still, Esq.

Agent.—— M'Inerheny, Esq.

GEORGE ROSE SARTORIOUS, Esq.

Obtained the rank of lieutenant Mar. 5, 1808; and commanded the boats of the Success frigate, and Espoir brig, at the destruction of two vessels laden with oil, on the beach near Castiglione, April 4, 1810 *. On the 25th of the same month, he assisted at the capture of a ship and three barks, under a heavy fire from the castle of Terrecino †. His commission as commander bears date Feb. 1, 1812.

In Aug. following, Captain Sartorious was appointed to the Boxer brig, of 14 guns; and July 22, 1813, to the Avon 18, which latter vessel he continued to command until promoted to post rank, June 6, 1814. His next appointment was, Dec. 14 following, to the Slaney 20, in which ship he was present at the surrender of Napoleon Buonaparte, to Captain Maitland of the Bellerophon, July 15, 1815. We lastly find him commanding the Pyramus 42, at Lisbon.

Agent.—J. Copland, Esq.

* See Suppl. Part I. p. 131, *et seq.*

† See Commander William Augustus Baumgardt.

ROBERT WAUCHOPE, Esq.

Son of Andrew Wauchope, Esq. of Niddrie Marischal, N. B.

This officer received his first commission Dec. 21, 1808; and was a lieutenant of the Magicienne frigate, Captain Lucius Curtis, when that ship was destroyed in Port Sud-Est, Isle of France, from whence he was sent in her barge to Bourbon, to acquaint Commodore Rowley with the unfortunate issue of the attack upon the French squadron under Mons. Duperré *. We subsequently find him in the Havannah 36, Captain the Hon. George Cadogan, under whom he served until made commander, Mar. 21, 1812.

Captain Wauchope's post commission bears date June 6, 1814. His last appointment was, April 19, 1816, to the Eurydice 24, fitting for the St. Helena station. He married, April 17, 1822, Anne, daughter of the late Sir David Carnegie, Bart. of Southesk.

Agents.—Messrs. Goode and Clarke.

CHARLES HOPE WATSON, Esq.

Third son of the late Charles Watson, of Saughton, co. Mid-Lothain, Esq. by Lady Margaret Carnegie, sister to Admiral the Earl of Northesk, G. C. B., &c.

This officer was a midshipman of the Defence 74, Captain (afterwards Sir George) Hope, at the glorious battle of Trafalgar, on which memorable occasion that ship had her mainmast shot through and wounded in several places, her gaff cut in two, her lower and top-mast rigging much injured, several hanging knees and chain-plates carried away, one shot through the knee of the head, and five between wind and water. Her loss amounted to 7 men killed and 29 wounded †.

Mr. Watson was promoted to the rank of lieutenant June

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* See Suppl. Part II. pp. 164—175.

† Rear-Admiral Sir George Hope, K. C. B. died May 2, 1818; aged 52 years.

10, 1807; and we next find him serving under Captain Patrick Campbell, in l'Unité frigate, on the Mediterranean station. On the 2d May, 1808, he assisted at the capture of El Ronco, Italian brig of war, of 16 thirty-two-pounder brass carronades (pierced for 18) and 100 men. The capture of two other vessels of the same description is thus described by Captain Campbell, in an official letter to Lord Collingwood, dated off Premuda, in the Adriatic, June 1, 1808:—

"Having taken shelter under Lusin, in a heavy N. E. gale, on the 28th ult., which continued until the afternoon of the 31st, when I weighed, getting from under the land about 5 P. M., three sail were seen close under Premuda, on the starboard tack, with the wind at east, and were soon made out to be brigs of war; chase was instantly given. On seeing us, they wore, and stood with the apparent intention of gaining the channel of Zara. As the night was likely to be clear, and the wind moderate, I determined following them, although the navigation is extremely intricate, and we were not acquainted with it; but trusting entirely to the lead, and a good look-out. Fortunately we kept sight of them until 11-30, and by carrying a press of sail, we again got sight of two a little after 3 A. M., about two miles on our lee beam: the helm was immediately put up; but the sails were hardly trimmed, when the third was observed, on the starboard tack, on our larboard bow; we hauled to the wind, passed her within musket-shot to leeward, and gave her our larboard broadside, with such effect, as to completely knock her up, so that she struck without firing a gun, the people having run from their quarters. Boats were immediately despatched to bring the officers on board, and secure her, and sail made after the other two, who were making off through one of the passages, to get to sea; it falling little wind, and they making use of their sweeps, it was not until nearly 7 that we got within shot of the sternmost, who, after receiving a few from us, and seeing no chance of escaping, fired her broadside, struck her colours, and ran on shore. It continuing to fall less wind, the other brig, being much smaller, by the help of her sweeps, was leaving us fast; as there was no appearance of its freshening, and she having got amongst a cluster of small islands, I thought it most prudent to secure what we had got, and endeavour to get the one which had run on shore, off; which we soon effected without her receiving the least damage. They proved to be the Nettuno and Teulié, of 16 32-pounders, brass carronades, and 115 men each, sent from Zara the day before for the purpose of attacking us, having heard that we had so many men absent and sick that we must fall an easy prey. They are exactly the size of El Ronco*,

* El Ronco, 334 tons; Nettuno, 344 tons; Teulié, 333 tons: they were afterwards commissioned as British sloops of war, under the names of Tuscan, Cretan, and Roman.

and but a few months old. I subjoin a return of the killed and wounded, and it affords me the greatest possible satisfaction that we had not a man hurt*.

(Signed) "PAT. CAMPBELL."

At this period, Lieutenant Watson was the only officer of that rank on board l'Unité. Lord Collingwood, in a letter to the Admiralty, dated July 23, 1808, says:—

"Of the zeal, activity, and skill of Captain Campbell, I have had frequent occasion to write in terms of praise; he has the King's service warmly at heart, and his enterprises never fail of producing good; of his officers he speaks in high commendation, particularly of the first lieutenant, Watson; and I beg their lordships will allow me to second the recommendation of his captain, and offer his merits to his regard."

During the time that Lieutenant Watson belonged to l'Unité, he had the direction of several boat attacks, and captured and destroyed a number of the enemy's vessels, one of which was a French privateer, of 5 guns and 36 men: some of the other prizes also were armed, and made resistance; but his total loss on these occasions did not exceed 1 killed and 4 wounded. His commission as commander bears date Aug. 13, 1812.

Captain Watson subsequently commanded the Arachne 18, and Talbot frigate, on the Leeward Islands and Jamaica stations. He obtained post rank June 6, 1814.

This officer married, in July 1824, Mary, youngest daughter of the late William Ramsay, of Barnton, co. Mid-Lothian, Esq.

Agents.—Messrs. Maude and Co.

SIR JOHN GORDON SINCLAIR, BART.

Was made lieutenant July 7, 1809; and promoted to the command of the Redwing, a fine 18-gun brig, on the Mediterranean station, Aug. 13, 1812. In the following year he was very actively employed between Toulon and Marseilles, as will be seen by reference to pp. 193, 194, 353, *et seq.* of Suppl. Part I.

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* Nettuno 7 killed, 2 drowned, 13 wounded. Teulié 5 slain, 16 wounded.

Sir John G. Sinclair was posted June 6, 1814; and appointed to the Doris 42, fitting for the South American station, Feb. 1, 1825. He married, June 15, 1812, Ann, only daughter of the Hon. Admiral De Courcy.

ROBERT GAMBIER, Esq.

Second son of the late Commissioner Samuel Gambier, R. N. by Jane, youngest daughter of Daniel Mathew, of Felix Hall, co. Essex. Esq*.

This officer was born at Wateringbury, co. Kent, Aug. 3, 1791. He entered the royal navy Aug. 3, 1804, and served as midshipman on board the Diadem 64, under Sir Home Popham, at the capture of the Cape of Good Hope, Buenos Ayres, and Maldonado. On his return from South America, he joined the Surveillante frigate, and was present in that ship, at the surrender of the Danish navy. In 1809, he assisted at the capture of le Milan French corvette, of 18 guns and 115 men; and la Comtesse Laure privateer, of 14 guns and 55 men†. His promotion to the rank of lieutenant took place Sept. 5, 1810; on which occasion he was appointed to the Caledonia 110, bearing the flag of his uncle, Admiral Lord Gambier. His subsequent appointments were to the Loire frigate and Edinburgh 74, from which latter ship he was promoted to the command of the Pelorus brig, on the Mediterranean station, Sept. 30, 1812.

Captain Gambier's post commission bears date June 6, 1814. In the summer of 1815, we find him commanding the Myrmidon 20, under the orders of Captain Frederick L. Maitland, and employed by that officer in blockading the Maumusson passage until the surrender of Napoleon Bonaparte, when he accompanied the Bellerophon to England, bringing with him several French officers, &c. belonging to the fallen chieftain's *suite*.

* Commissioner Gambier died May 11, 1813.

† See Vol. II. Part II. p. 521.

In Oct. 1815 Captain Gambier re-commissioned the Myrmidon, and he continued to command her on the peace establishment for a period of three years. In 1820, he was appointed an Inspecting Commander of the Revenue Coast Guard; and in June, 1825, to the command of the Pyramus 42, in which frigate he sailed for Vera Cruz, Oct. 21 following, having on board Mr. Morier, H. M. commissioner to the republic of Mexico, and Sir Robert Ker Porter, consul-general to Columbia. He resigned the Pyramus, in consequence of the illness of his lady, about July, 1826.

Captain Gambier married, Oct. 27, 1815, Caroline Gore, fourth daughter of Major-General Gore Browne, Lieutenant-Governor of Plymouth, and commandant of the western district. By that lady, who died at Malta, Mar. 10, 1827, he had issue one son and three daughters. One of his brothers, Edward John, is a barrister-at-law; another, George Cornish, a captain in the royal navy; and a third, Frederick, rector of East Compton, in Dorsetshire.

Agent.—T. Collier, Esq.

HARRY HOPKINS, Esq.

Entered the navy under the auspices of Captain William Henry Ricketts, nephew to Earl St. Vincent, with whom he served in the Bonetta sloop, on the West India station, from 1787 till 1790. During the Spanish armament, we find him in the Canada 74, commanded by the late Lord Hugh Seymour; and, subsequently, in the Inconstant and Niger frigates, Captains George Wilson and Richard Goodwin Keats. At the commencement of the French revolutionary war, he again joined his friend Lord Hugh, then commanding the Leviathan 74, in which ship he was present at the occupation of Toulon, by Lord Hood, Aug. 28, 1793*.

In May, 1794, Mr. Hopkins was received on board the Queen Charlotte, bearing the flag of Earl Howe, under whom

* See Vol. I. Part I. p. 60, *et seq.*

he had the honor of assisting at the defeat of the republican fleet, on the glorious first of June. His promotion to the rank of lieutenant took place in the month of December following, on which occasion he was appointed to the Comet fire-vessel, Captain Edward Codrington.

We now lose sight of Mr. Hopkins until Feb. 14, 1797, when, as a lieutenant of the Lively frigate, Captain Lord Garlies, he witnessed the discomfiture of the Spanish fleet, near Cape St. Vincent *. On the 28th May, in the same year, he commanded a boat belonging to that ship, and "gallantly supported" Lieutenant Thomas Masterman Hardy, in "a most resolute attack" upon la Mutiné French national brig, of 14 guns and 113 men, the capture of which vessel has been recorded at p. 154 of Vol. II. Part I.

"The gallantry of this action," says Earl St. Vincent, "has prompted me to take la Mutine into his Majesty's service, and to appoint Lieutenant Hardy to the command of her; a measure, so necessary to encourage a continuance of daring enterprise, I am confident will merit the approbation of their lordships."

The Lively was then commanded by Captain Benjamin Hallowell, but afterwards by the present Sir James Nicoll Morris, under whom Lieutenant Hopkins continued to serve until she was wrecked, near Cadiz, in 1798. His subsequent appointments were to the Magnificent 74, and Prince of Wales 98, the former ship commanded by Captain Edward Bowater, the latter bearing the flag of Sir Robert Calder, and in which he assisted at the capture of the San Rafael and El Firme, Spanish 2-deckers, July 22, 1805†. His commission as commander bears date Jan. 22, 1806; and, about the same period, he was appointed to the Satellite brig, of 16 guns, actively employed on the Boulogne station, under Commodore (now Sir Edward) Owen.

In June 1810, Captain Hopkins received an appointment to the Helicon of 10 guns, on the Plymouth station, where he remained under the orders of his friend Sir Robert Calder until advanced to post rank, June 7, 1814. Among other prizes taken by him, during that period, were la Zulma and la

* See Vol. I. Part I. p. 23 *et seq.*

† See *id.* p. 405.

Revenant, French privateers; the latter a schooner mounting 14 guns, with a complement of 77 men. He also drove on shore a privateer, name unknown, near St. Maloes, and assisted at the capture of la Venus schooner, of 14 guns and 67 men.

Agents.—Messrs. Cooke, Halford, and Son.

JOHN ELLIS, Esq.

Was made commander Jan. 22, 1806, and appointed to the Spitfire sloop, Feb. 18, 1807, from which period he appears to have been actively employed in that vessel until his promotion to post rank, June 7, 1814*.

Agent.— —— M'Inerheny, Esq.

JOSEPH PEARCE, Esq.

Obtained the rank of lieutenant Nov. 18, 1799; and was first of the Canopus 80, bearing the flag of Rear-Admiral Louis, in the action near St. Domingo, Feb. 6, 1806†. His commission as commander bears date April 2, 1806. On the 28th May, 1814, being then in the Rifleman brig, off Sable Island, he captured the American privateer schooner Diomede, mounting 3 long 12-pounders and 2 sixes, with a complement of 66 men. In Sept. following, he assisted at the capture of Castine and Belfast, as will be seen by reference to p. 730 of Vol. II. Part II.

Captain Pearce's promotion to post rank took place June 7, 1814. He married, Feb. 3, 1819, Forbes, youngest daughter of the late G. M'Kay, Esq. of Bighouse, N.B.

Agents—Messrs. Chard.

* See Suppl. Part I. p. 380, *et seq.*
† See Vol. II. Part I. p. 281.

CHARLES FREDERICK PAYNE, Esq.

Received his first commission April 18, 1799; and was senior lieutenant of l'Immortalité frigate, Captain Edward C. R. Owen, at the bombardment of Dieppe and St. Valery-en-Caux, Sept. 14, 1803, from which period he served under the same excellent officer until promoted to the rank of commander, Dec. 26, 1806*.

On the 26th Sept. 1809, Captain Payne was appointed to the Cretan brig, in which vessel he captured the Neptune Danish privateer, of 5 guns and 24 men, on the North Sea station, Oct. 28, 1810. His post commission bears date June 7, 1814.

Captain Payne subsequently commanded the St. Lawrence 102, bearing the broad pendant of Sir Edward Owen, at Kingston, on Lake Ontario. He married, in 1811, Miss Elizabeth Bryer, of Dorchester.

COLIN MACDONALD, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer was made lieutenant June 3, 1799; promoted to the rank of commander June, 4. 1807; and appointed to the Redpole brig, of 10 guns, in the summer of 1809.

On the 9th Dec. 1809, Beachy Head then bearing N. by E. distant 9 leagues, wind west, Captain Macdonald observed two luggers on his lee bow, to which chase was immediately given. At 10 A. M. he got alongside the weathermost, which had the temerity to engage the Redpole for half an hour, when she surrendered, and proved to be le Grand Rodeur, French privateer, of 16 guns and 80 men. The enemy had one man killed and two wounded.

The Redpole was afterwards very actively employed off

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* See Vol. II. Part I. pp. 126—134.—N.B. Lieutenant Payne had charge of one of the principal explosion vessels at the attack of the Boulogne flotilla, Oct. 2, 1804.

Boulogne, where she assisted at the capture of la Ville de Lyons praam, of 12 long 24-pounders and 112 men, Sept. 21, 1811.*

Captain Macdonald's next appointment was, Aug. 13, 1812, to the Scylla brig, of 18 guns and 120 men.

On the 18th Oct. 1813, being in lat. 47° 30′ N. and long. 9° 10′ W. he fell in with a French frigate under jury, main, and mizen-masts, apparently making the best of her way for Brest. On the 19th, at day-light, having passed the night in burning blue lights, firing guns, and throwing up rockets, to indicate that he was in chase of an enemy, he found his brig alone, the thick weather obscuring the frigate from his view. Steering, during that day and night, a course deemed the most likely to meet the enemy, he, on the morning of the 20th, had the good fortune to fall in with the Royalist 18-gun brig, Captain James John Gordon Bremer, who, in the handsomest manner, volunteered to join him in attacking the frigate. At 9-30 A.M., she was discovered and instantly pursued. At 3-30 P.M. says Captain Macdonald, "we bore up in close order, the Scylla on her quarter, and the Royalist on her bow, and commenced the action nearly at the same time, which continued for an hour and a half, when our sails and rigging being very much cut, our main-mast severely wounded, and the Royalist nearly in the same predicament, we hauled off to repair damages, the weather being very squally, so as to endanger our masts."

Since 1-30 P.M., a sail had been observed to leeward, and Captain Bremer was now ordered to reconnoitre her: the Royalist accordingly bore up, while the Scylla continued in pursuit of the enemy. On the 21st, at 3 A. M., the Royalist spoke the Rippon 74, Captain Sir Christopher Cole, and again made all sail on a wind to close the Scylla. At 9-30 A.M., Captain Macdonald recommenced firing at the Frenchman, who, after exchanging two broadsides, bore up and struck his colours, the 74 having arrived nearly within gun-shot, and the Royalist being already placed in such a position as to render escape impossible. In this gallant action the

* See Suppl. Part I. p. 74, *et seq.*

British brigs had 2 men killed and 11, including Mr. James Waring, first lieutenant of the Royalist, and Mr. William Wilson, master, wounded.

The prize proved to be le Weser, of 1081 tons, mounting 28 long 18-pounders, and 16 18-pounder carronades, with a complement of 340 men, of whom 4 were slain and 15 wounded. She had sailed from the Texel just three weeks before Captain Macdonald fell in with her, and had lost her main and mizen-masts in a gale on the 16th October.

Captain Macdonald was advanced to post rank June 7, 1814, and nominated a C. B. in June, 1815.

Agents.—Messrs. Barnett and King.

GEORGE EDWARD WATTS, Esq.

This officer was born in Scotland, and is descended from a respectable family of that name, settled in Northamptonshire previous to the year 1615, that being the date of the registry of arms in the Herald's Office, of James Watts, Esq. a direct descendant, who held the rank of captain in the royal navy, by commission dated July 11, 1686, and commanded a line-of-battle ship about the same period.

Captain James Watts was paternal uncle to the celebrated Dr. Isaac Watts, and this officer's lineal progenitor. His grandson accompanied the royal army under the Duke of Cumberland into Scotland, as a captain of infantry, fought at the battle of Culloden, and, at the end of the civil contest, in 1746, having succeeded to a handsome patrimony, married and settled in Selkirkshire. He had four sons, all of whom died childless, except John, who married Miss Agnes Skene—collaterally related to the very ancient family of the Skenes, of Skene, in Aberdeenshire. Although educated for the church, his desire was to enter the army; to which his father was so vehemently opposed, that he not only refused him present assistance, but threatened, in the event of disobedience, to disinherit him. In the mean time, his father, who had long been deeply engaged in mining speculations with the Earl of Dundonald and others, died; and when his affairs were in-

vestigated, his son, who had been born to, and educated in, the expectation of a handsome competence, found himself comparatively pennyless, and left to make his way in the world by his own unassisted exertion. He, however, followed the original bent of his inclination, and entered the army. At the commencement of the French revolutionary war, his regiment was ordered to the West Indies, and formed part of the grenadier brigade, under the command of the late Duke of Kent, at the reduction of Martinique, in 1794. His professional zeal was of the first order, and bore all the distinctive marks of gallantry and enthusiasm—properties which, coupled with his soldier-like deportment, could not fail to obtain the approbation and secure the esteem of his royal highness. At the storming of Fort Bourbon, he was mortally wounded; but his royal friend soothed his dying moments, with the consoling assurance, that he would bestow his future patronage on his only son (the subject of this memoir); and a promise once given by that admirable man, it is well known, was never violated.

Mr. George Edward Watts accordingly entered the navy as a midshipman, in 1797, under the auspices of Prince Edward; and served the greater part of his time in the Driver sloop, Prevoyante frigate, Assistance, of 50 guns, and Waakzaamheid 26, on the West India, Halifax, and North Sea stations. The latter ship being paid off at the peace of Amiens, his royal patron applied to Earl St. Vincent for his appointment to another; and the noble lord replied with elegant brevity—"I will obey your royal highness's commands touching Mr. Watts, happy on all occasions to give proof of the high respect with which I have the honor to be," &c.

Mr. Watts was immediately appointed Admiralty midshipman of the Leander, 50, fitting for the flag of Vice-Admiral Sir Andrew Mitchell, on the North American station, in which ship he was soon advanced to master's-mate: his probationary term of service he completed as acting lieutenant, on board the Lily sloop.

In May, 1804, Mr. Watts was promoted, by Earl St. Vincent, to the rank of lieutenant, and at the same time appointed

to the Vertù 40, on the Jamaica station. He afterwards served successively in the Fly brig, Elephant 74, Ardent 64, and Dauntless sloop. In 1806, we find him appointed flag-lieutenant to Sir Samuel Hood, in the Centaur 74; but being desirous to serve in an active frigate, he was, through the interest of that officer, nominated senior lieutenant of the Comus, attached to his squadron, and commanded by the gallant Conway Shipley.*

In the Comus, it was Mr. Watts' good fortune to see a variety of service. After cruising six weeks off the coast of Barbary, she proceeded to the Canary Islands, and there made several captures. The following is the substance of an official letter from Captain Shipley to Sir Samuel Hood, dated Mar. 15, 1807:

"I have the honor to report, for your information, the capture of six of the enemy's vessels,† by the boats of H. M. ship, under the direction of Lieutenants George Edward Watts, Hood Knight, and G. Campbell, R. M. They were moored in the Puerto de Haz, Grand Canaria, and defended by the cross fire of three batteries. Lieutenant Campbell was the only person wounded on the occasion.

"Since your orders of the 1st instant, H. M. ship has also captured two Spanish brigs—the St. Philip, with salt fish, and Nostra Senora de los Remedios, with a mixed cargo of merchandize."

"This service," says Sir Samuel Hood, "appears to have been planned and executed with good judgment and energy."

After escorting her prizes to Gibraltar, the Comus had a smart rencontre in the Gut with a division of the Algeziras flotilla. On the 9th May, 1807, her captain addressed another letter on service to Sir Samuel Hood, of which the following is a copy:

"I have the honor to relate to you the particulars of a gallant exploit performed last night by the boats of H. M. ship, under the direction of Lieutenant George Edward Watts, assisted by Lieutenant Hood Knight and Mr. Jeaffreson Miles, master's-mate, with a party of petty officers, seamen, and royal marines, in the port of Grand Canaria.

"A large armed felucca, with his Catholic Majesty's colours flying, had

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* See Suppl. Part II. p. 394.

† A Spanish brig, of five guns, loaded with salt pork; two others with cargoes of wine, fruit, and salt fish; and three in ballast.

been for the last three days lying under the protection of a strong fort and two batteries; and the wind yesterday evening proving favourable, she was boarded by Lieutenant Watts in the cutter, under a severe fire of musketry from between 30 and 40 soldiers, sent to assist in her defence; and he had nearly cleared her deck when the other two boats, which did not row so well, arrived, and fully accomplished the business.

"Her cables were now cut, and the boats took her in tow, the enemy having had the precaution to send her sails and rudder on shore, when a hawser, fast under water a-stern, was manned in the fort, and the vessel dragged nearly under the muzzles of the guns before it could be cut; upon which an exceeding heavy fire from all the batteries was commenced, and continued until she was out of sight.

"She proves to be the San Pedro, Spanish packet, having a cargo of bale goods, &c. from Cadiz, bound to Buenos Ayres.

"This was effected with the loss of one man killed and five wounded. Mr. Watts has several wounds, but none of them dangerous; and I feel convinced his gallant conduct, with the exertions of every officer and man employed on this service, will meet your approbation.

"Twenty-one of the enemy's troops were made prisoners, 18 of whom are wounded; the rest, excepting a few who swam to the shore, were killed, as was her captain and some of her crew. She had captured, since her departure from Cadiz, the Lord Keith, bound from London to Mogadore. H. M. ship has taken and destroyed, since the 1st instant, the St. Francisco Spanish lugger, with wheat and salt; and La Louisa schooner, in ballast; the latter perfectly new."

There are few instances upon record of a more remarkable escape from imminent peril than what befel Lieutenant Watts on this occasion. The enemy's late disaster, joined to the daily appearance of the Comus off the harbour's mouth, had excited his utmost vigilance, and the felucca, in addition to her natural means of defence, was moored with three cables a-head and a-stern, close to the fort, and still further secured, as is stated in Captain Shipley's letter, by a hawser under water. She mounted 6 guns, and had on board at least 65 men, including about 40 select soldiers sent from the garrison to assist in defending her. The attacking force consisted of 40 officers, sailors, and marines, in three boats, two of which, on pulling into the harbour, were momentarily detached to observe some suspicious vessels, supposed to be gun-boats, and before they could be recalled, the cutter, commanded by Lieutenant Watts in person, was discovered and repeatedly hailed by the enemy. Instant attack or immediate retreat were

the only alternatives. Hesitation would have been ruin. The cutter dashed onwards through a heavy fire of cannon and musketry. Lieutenant Watts's first reception was a bayonet in the face, which forced him overboard; he, however, succeeded in scaling the vessel's side, and made his way into the midst of the enemy, where he fought alone for a considerable time, during which he was often knocked down, his jacket was pierced in eight places with bayonets, and he received five severe and eight lesser wounds, together with numberless contusions, before he was succoured by his brave companions; when, after a short but severe conflict, the felucca was carried with a prodigious loss on the part of her defenders, all of whom, except seven, were either killed, wounded, or forced overboard. The other two boats arrived in time only to take her in tow, and had not a man hurt. For this most gallant exploit, the Patriotic Society voted Lieutenant Watts a sword, with a suitable inscription, value 50 guineas, together with a donation of 100 pounds.

On the return of the Comus to England, the different ships attached to the grand expedition against Copenhagen were proceeding to the general rendezvous, and, at this critical moment, Captain Shipley was appointed to la Nymphe frigate, under the orders of Admiral Gambier. Lieutenant Watts was to have gone with him; but before the exchange could be effected, la Nymphe sailed, and, to his great chagrin, the Comus, then commanded by Captain Edmund Heywood, was ordered to fit for Channel service. Her destination, however, was soon changed; for, when ready to sail, she was sent to Harwich, to receive on board three general officers, with their respective suites, and to take under her protection a fleet of transports, bound to the anchorage before Elsineur.

Shortly after her arrival in the Sound, the Comus was detached in pursuit of the Danish guard-ship, the latter having slipped her cables in the night of Aug. 12, 1807, and passed unperceived through the British fleet. At the same time the Defence 74, Captain Charles Ekins, was ordered to go in search of a two-decker, then on the coast of Norway.

The captain, officers, and crew of the Comus, were thus

afforded "an opportunity to distinguish themselves particularly, by a very gallant action with an enemy greatly exceeding their force." The Dane was got sight of at 6 A. M. on the 14th Aug., and at 8 P. M. she was only 6 or 7 miles distant: the Defence, owing to her inferior sailing in light winds, was then about 5 leagues astern of her consort.

Just at this moment, the Comus caught a fine leading breeze off the land, and after a further run of 30 miles, and a chase of 34 hours, arrived within hail of the fugitive, who peremptorily refused to bring to, and to the menacing announcement of "This is an English frigate," very pithily replied, "And this is a Danish frigate!" A musket-shot from the Comus was answered by a stern-chase gun, and the gallant Dane instantly bore round up to rake his assailant, but was fortunately foiled in the manœuvre. The Comus then ranged up under his lee within half-pistol-shot, and so deadly was the effect of her first broadside, the guns being double-breeched and treble-shotted, that the enemy never recovered his equilibrium during the whole of the action, which continued with great animation on both sides about 45 minutes, when the two ships came in contact, and the boarders, headed by Lieutenants Watts and Knight, soon succeeded in carrying her. She proved to be the Fredericks wœrn, mounting 26 Danish long 12-pounders, 4 sixes, and 6 carronades, with a complement of 226 men, of whom 12 were killed and 20 wounded—several mortally. The Comus mounted 22 long nines and 10 carronades, with 145 officers, men, and boys, not one of whom was slain, and only 1 wounded. Admiral Gambier, in his official letter respecting this capture, says, "when the inequality of force between the two ships is considered, with the trifling injury sustained by the Comus, it will appear unnecessary for me to make any comment on the bravery and skill which must have been displayed by Captain Heywood, his officers, and crew*."

* Captain Heywood joined the Comus in a debilitated state of health, and was not well at the time of the action. Her superior firing and manœuvring, which amply compensated for her disparity of force, was in no small degree attributable to the previous diligence and exertions of Lieutenant Watts. Captain Heywood died at Milford, South Wales, in 1822.

The Fredericksworn was taken off Marstrand, on the Swedish coast, and conducted to Copenhagen by Lieutenant Watts, whose promotion to the rank of commander took place on the 17th of the following month. Previous to his return home, he assisted at the capture of several vessels, and was more than once engaged with the enemy, on the coast of Norway.

The Duke of Kent, with that steady friendship for which he was so eminently distinguished, on reading the official report of the above action, wrote, unsolicited, to the First Lord of the Admiralty, in behalf of his protégé, and received the following answer:—

"Lord Mulgrave has the honor to assure your Royal Highness, that the promotion of Lieutenant Watts had been determined on by him, on the score of his gallant conduct at the capture of the Fredericksworn, previous to the receipt of your Royal Highness's letter."

This document H. R. H. most kindly forwarded to Captain Watts; and after complimenting him on the attainment of his rank by his own exertions, graciously added, "*All the obligations you profess yourself to lie under, are done away by your excellent conduct upon all occasions, and as I have no doubt you will continue the same through life, you may ever rely upon a continuance of my friendship and protection.*"

Sir Samuel Hood also addressed a very friendly letter to Captain Watts, of which the following is a copy:—

"*Centaur, Downs, 11th Nov.* 1807.

"My dear Sir,—In announcing to me your promotion, I assure you it has afforded me particular satisfaction, and I do most sincerely congratulate you thereon.

"The handsome manner in which your commanders have at all times spoken of you, has been very gratifying to me, and I hope I may, at some future period, be able further to demonstrate my wishes to serve you, which you have at present deprived me the happiness of doing, by your own meritorious conduct. I am, my dear Sir, with great truth, your's most truly,

(Signed) "Sam. Hood."

In 1808, Captain Watts was appointed to the command of the Ephira brig, on the North Sea station; and in the spring of the following year, we find him, with a small squadron of gun-vessels under his orders, stationed in the river Elbe, where he made many captures, and greatly harassed the enemy's

convoys from Hamburgh, Gluckstadt, and Altona, to Tonningen and Kiel. In July, 1809, he assisted in expelling the French from the towns of Cuxhaven and Ritzbuttle, as will be seen by reference to p. 38 of Suppl. Part II.

This was the prelude to a more important and equally successful enterprise by the seamen and marines of the squadron under Lord George Stuart, which led to the expulsion of the French from Gessendorf, and the destruction of an important battery commanding the mouth of the Weser. The principal part of his lordship's official letter on that occasion is inserted at p. 870 of Vol. II. Part II. After giving all due credit to the senior commanders present*, for their "zeal, ability, punctuality, &c." he says:—

"But I beg leave particularly to mention Captain Watts, of the Ephira, who in the most gallant and active manner advanced intrepidly in front of the attacking party, amid the enemy's galling fire, and rendered himself equally conspicuous afterwards, by his unremitting exertion in the complete demolition of the battery; in the execution of which service, I am concerned to say, he received a wound in the leg, but which from its nature will in no shape incapacitate him for future service."

The following interesting narrative of the circumstances which led to the attack of the French troops in Hanover is contained in a letter from Captain Watts to one of his private correspondents.

"Captain Goate, assisted by myself, as already stated, having expelled the French force from Cuxhaven and Ritzbuttle, was superseded shortly after in the command of the squadron by Lord George Stuart, and we have, under his lordship's auspices, just performed an exploit, with that promptitude and decision which exalt English sailors in the estimation of the world, and which will, if I mistake not, form one of the adornments of our naval annals. The circumstances which preceded and finally led to this enterprise, as respects both Lord George Stuart and myself, are in themselves so interesting and peculiar, and it may be added ludicrous, that I cannot forego the gratification of fully detailing them.

"Gallantry in 'love and war,' in 'ladies bower and tented field', are with the warrior one and indivisible. So sang the immortal troubadours, those chroniclers of the 'deeds of days of other years.' We had obtained the ascendancy over

* William Goate and Robert Pettet.

our rivals in the one, and it therefore became incumbent on us to equal or surpass them in the other. Amongst the number of those whose smiles proved magnetic, were the pretty Miss S——, and her companion Miss N——. Lord George and myself had just paid them a morning visit. The window of their drawing room overlooked the main street of Ritzbuttle, and while diligently employed in playing the agreeable, I by chance looked out, and was surprised by the sudden appearance of two mounted dragoons, with drawn sabres, dashing down the street, closely followed by others. Accosting Lord George, who was busily engaged in conversation with Miss S——, I asked 'where have those German dragoons come from?' He did not notice the question, and I repeated it. He then turned to look, and his eye glancing on the lengthening column, the truth flashed on his mind. He sprang on his feet, vehemently exclaiming 'we are surprised, the French are in the town, and we are all taken.' More appalling words never saluted my ears; nor was a delightful *tête-á-tête* ever more abruptly, or disagreeably interrupted. We sought instant safety in flight: he one way, I another. My route lay through the garden, terminated by a palisade, which I mounted, and then leaped on what I took to be dry ground, but which proved to be a stagnant ditch, the water of which, evaporated by the summer heat, had left a residuum, which for consistence and odour might be likened to the most unutterable of abominations. I was absolutely so '*enfoncé*' as to be in danger of suffocation; but by dint of immense exertion I at length succeeded, by the aid of the luxuriant corn which grew on the banks, in extricating myself from this vilest of durances, and creeping forward, I lay down in the midst of the field, listening to the clattering of the horses' hoofs, as they rang on the pavement; to the shouts of the assailants; and the scattered fire of their carbines and pistols, discharged in exchange for the fire of our out-posts. To describe the train of disagreeable thought, nay of miserable feeling, which occupied my mind at this moment, is quite impossible. A more rapid moral transition from pleasure to pain, from happiness to misery, cannot be imagined. Instead of my day-dreams of victory, of glory, and promotion, Verdun, or Valenciennes, with

its dungeon, and a lengthened imprisonment, appeared in withering and close perspective. Between me and my brig, whose flag I saw gallantly waving over the waters of the Elbe, at the distance of 2000 yards, was interposed, for aught that I knew, an entire French *corps d'armée*. It was indeed a blighting sight, and in the bitterness of the moment, I was not only tempted to curse my own folly, but to anathematize all womankind, who had thus seduced me from my own element, and my own quarter-deck, on which I ought to have been standing, free and independent. In the midst of this bitter reverie, the noise subsided, and the firing ceased. I ventured to look around me. All appeared tranquil. I became somewhat re-assured, and seeing two men in an adjoining field, I ventured to approach them. They gave me a plank to cross a stream. I asked by signs, and in English turned topsy-turvy (which makes no bad German), what road the enemy had taken? They motioned, that they had retreated, and demanded money from me at the same instant. Impressed by the belief, that if we were really masters of the place, the men would not have had the hardihood to do this, I instantly made off, intending to skirt the town and gain the landing place. In passing, I heard sounds which I thought familiar. I approached one of the lanes which traverse the main street, and there beheld! conceive the emotion, if you can, with which I beheld! our own dear, delightful, eccentric, and gallant Jacks, armed with pike, cutlass, and pistol, going it through the town, with all the celerity and animation of a fox-chase, in full cry,—'Forward my boys!'—'Have at the French rascals!'—'D—n their eyes, we'll work them for this! 'And so we will, my brave lads,' I cried exultingly, bursting into the midst of them, and joining heart and soul in the enlivening chorus. My transport, on this unexpected deliverance, was only inferior to that of the reprieved criminal with the halter round his neck, and forcibly assured me, how true it is, that perfectly to enjoy, we must first suffer. To account for this sudden transformation in the state of my affairs, few words will suffice. Intelligence of the enemy's entrance had quickly reached the squadron, together with the news that Lord George Stuart and Captain Watts were taken prisoners. All

the boats were instantly manned and armed, and a force of 300 seamen and marines landed for their rescue, whom Lord George had the pleasure of meeting at the landing place. His lordship, in his first flight, was accompanied up stairs by the pretty Miss S——, who first suggested an asylum up the chimney, then under her bed, and finally, *in her bed.* King Charles the second, of amorous memory, often declared, that when in the midst of the oak, he 'would not have kissed the bonniest lass in a' Christendom;' and so, in like manner, had Miss S——, all lovely as she was, offered to be his lordship's bed companion, at this critical moment, I verily believe he would have equally declined the overture. He made a better election; for happening to observe a burgher's dress in one of the rooms, he put it on, sallied forth at the back-door, and reached the landing place, just in time to put himself at the head of his men, whom he was leading in pursuit when I joined, and cordially shook him by the hand. It would be difficult to say, whether his joy at our escape, or his merriment at my appearance, was the greatest. An hour before I had been the meet inmate of a lady's boudoir; and now, covered from head to foot with filth and mire, I was untouchable, nay almost unapproachable, by any human being. Even Jack himself, with all his deference for his commander, was constrained to chuckle at the grotesqueness of my appearance. Heartily did I join in the laugh, merrily observing, that my condition was a fine illustration of the truism, that, 'from the sublime to the ridiculous is but a step!'—'But,' what say you, my lord, I added, 'to our giving a practical commentary upon it to those fellows?'—pointing to the enemy's cavalry, about 60 in number, whom we saw drawn up on an eminence a few miles off. The proposition was hardly uttered, when it was assented to; Lord George observing, 'I was just about to ask your opinion upon that point.' A halt was made, provisions were sent for, and then off we started in pursuit, determined, if possible, to serve out to our opponents a double portion of their own measure; and pretty well we executed our mission. * * * * * At daylight, we all but caught every rogue of them napping: twenty minutes sooner, and the en-

tire body, of both cavalry and infantry, would have been surprised in their cantonments: as it was, we sent them scampering, like the herd of swine filled with devils, in treble quick time. It was my lucky lot to bear the most prominent part in the affair. With my own hands, I struck the flag in the battery, after giving them a most glorious peppering in our advance, and subsequently by unspiking their guns, and bringing them to bear upon them in their retreat. We captured Mons. Le Murche, the leader of the detachment, and his gallant charger; and, in 23 hours from the commencement of these detailed events, I was, in spite of a severe wound, gaily and triumphantly prancing on that very pavement, and on that identical horse, which with its rider, now my prisoner, had placed me in such jeopardy, and filled me with such consternation." * * * * *

In another letter to his friend, Captain Watts says—"It may with truth be asserted, that a more fortunate measure than our attack upon the enemy at Gessendorf, was never decided on. We have just assisted in rescuing the gallant Duke of Brunswick, with his corps of about 1800 men, from the most perilous condition. Excluded by Buonaparte from the terms of his late treaty with Austria, with which he had been acting as a partisan, he determined, rather than tamely submit to the despot, to attempt his retreat from the very heart of Germany, surrounded by enemies. In pursuance of this determination, he was forced to fight a battle every day, in one of which he captured 1200 prisoners: he stormed two towns which barred his progress; laid Leipsic itself under contribution; and finally arrived, closely pursued, on the banks of the Weser, four days after our defeat and dispersion of the enemy. By the flight of their armed vessels, and the destruction of their battery, the river, upon which he embarked his men in small coasters, was left open, and he, by these means, made his way down to us, without further hindrance or molestation."

We have only room for one more extract of this highly interesting correspondence.

* * * * "When I got on board the Mosquito, I was told by Captain Goate, that the Duke had just arrived, and that

he would introduce me to him, adding, 'see, here he comes!' 'What?' I asked, in unfeigned astonishment, 'can that be the Duke of Brunswick?' looking at a slight advancing figure, about five feet five inches high, with a sun-burnt countenance, and light moustaches. He had a small foraging cap on his head, which, on my being introduced to him, he most courteously doffed. He was without his black jacket (the costume of his corps), his waistcoat thrown open, shirt-collar loose, throat bare, and wrists unbuttoned; presenting altogether a figure so unheroic, that I took him for one of the humblest of his followers. Having conversed in French with him for a short time, he expressed a wish to repose himself. Captain Goate naturally offered to escort him to his cabin; but this he declined. Simply asking for a flag, in which he enveloped himself, and laid down on the deck, between two guns, with his cap for a pillow upon one of the quoins.

"Perhaps no individual since the days of Swedish Charles, ever endeared himself so greatly by his simplicity of manner, and rigid self-denial, as this gallant and persevering Prince. Practising every abstinence, exposing himself to every hardship, braving every danger, and participating in every triumph, he is idolized by his followers, all of whom speak of him with rapture and enthusiasm."

We next find Captain Watts commanding the Woodlark brig, of 10 guns, in the Baltic; on which station he was employed four successive years; and, although no opportunity offered of sufficient importance in itself, singly to effect his promotion, yet it may safely be asserted, that of the many vessels composing the fleet under Sir James Saumarez, none was more marked for activity and success than his. With a crew of only 76 men and boys, he had no less than 13 prize-masters away at one time; and he himself, in addition to all calls, was at watch and watch for nearly four months. In May, 1810, he captured a Danish brig under the batteries at Fladstrand; and on the 27th of the same month, he pursued a cutter privateer through a navigation of such extreme intricacy, that his pilots abandoned their charge. Having repeatedly chased the same vessel, he determined, if possible,

to end her career. Guided by an old chart taken out of a prize, and with look-out men at the mast-heads, he persevered till she ran on shore under the protection of a battery and several field-pieces on the island of Lassoe, from whence the enemy were soon driven by the Woodlark's fire. The boats were then despatched under the direction of the first lieutenant, Mr. Thomas Crawford, who was instructed, if he found the cutter scuttled, which proved to be the case, to turn her own guns and blow her stem and stern-post out. This service was effectually executed, and all her sails, stores, rigging, &c. were brought away. An arduous task, however, remained to be performed. The Woodlark, in running in to cover her boats, struck upon a shoal; and to lighten, warp, and force her back again, was the work of 5 or 6 hours; but fortunately, the whole service was accomplished without any loss, or the slightest damage. The privateer proved to be the Swan, mounting six 24-pounders, with a complement of 35 men.

In June, 1810, having been despatched to reconnoitre the island of Bornholm, Captain Watts discovered a ship in the port of Ronne, which he learnt from a neutral vessel just out, had been condemned as prize to a Danish privateer. He instantly resolved to attempt her recapture, and placed the boats under the command of Lieutenant Crawford for that purpose. The attack was unavoidably delayed till the following morning at daybreak, notwithstanding which it fully succeeded. The ship was boarded, cut adrift, and towed out amid a heavy and incessant fire from the batteries and two privateers, the latter of which were beaten back with the loss of 15 men killed and wounded. She proved to be the Success, a new ship, laden with wheat and linen.

An instance of the celerity of British sailors was evinced on this occasion. At 8 o'clock, the prize had only her lower masts standing; before 12, she was fully rigged, with all sail set, and in tow of the Woodlark.

Many other instances of successful enterprise on the part of Captain Watts might be quoted; but the above will suffice to show the nature of the services he performed in the Woodlark, and afford the presumption, that if an arena for more

brilliant exploits had been open to him, he would have secured the transference of his name from the commanders' to the post-captains' list earlier than he did; but the Baltic station, although it entailed hard duty, afforded no chance of preferment; a proof of which is supplied by the fact, that not a single promotion of the above nature took place *for service* while he remained there.

During those intervals when the Woodlark was not cruising, Captain Watts was often employed in that most irksome of services,—escorting convoys through the circuitous navigation of the Great Belt. Even here his activity did not forsake him. The passage is not, upon an average, more than 5 or 6 miles across, and it consequently afforded vast facilities to the Danish privateers for annoying the different convoys. On one occasion, anticipating an attack, he resolved, as an experiment, to keep the Woodlark under sail all night, and was repaid for his vigilance by capturing a lugger, which he discovered at midnight in the rear of the convoy, carrying one of them off. The success attending this first attempt to keep an armed vessel under sail all night, for the better protection of the trade, was productive of great additional labour to him, as he generally afterwards had this duty imposed on him, by the senior officer; the exertion and fatigue attendant on which, few knew of or cared about. Some notion of what it occasionally amounted to may be entertained when we state, that for many weeks in succession he never had his clothes off, being on deck all night, and continually on the alert. While thus arduously and laboriously employed, he succeeded in capturing five or six vessels, calculated to do much mischief to the Baltic trade.

In 1812, the Woodlark was ordered by Captain Raper, of the Mars 74, to lead in to the attack of a flotilla, stationed to guard the entrance of the Malmo Channel. The Mars, in following, struck on a shoal, in a position favorable for an attack by the Danish gun-boats. In order to attract their attention from her, Captain Watts, although under every disadvantage, brought them to action, and did not leave off until the British ship was again afloat, with the signal of recall

flying. The Woodlark on this occasion sustained a loss of 13 killed and wounded.

In the autumn of the same year, the Duke of Kent again exerted himself in favor of Captain Watts, as will be seen by the following copy of a letter from the late Sir George Hope, addressed to H. R. H.

"*Admiralty, Aug.* 7, 1812.

"Sir,—I have had the honor of receiving your Royal Highness's letter of yesterday; and, independent of my duty in paying attention to your wishes respecting Captain Watts, I can with truth assure your Royal Highness, that his merits as an officer, with which I am well acquainted, are sufficient to insure my interest in his favor, whenever an opportunity offers of mentioning him to Lord Melville for promotion. I have the honor to be, your Royal Highness's most dutiful and obedient servant,

(Signed) "GEO. HOPE."

The writer of the above letter had been several years first captain of the Baltic fleet, and was then a Lord of the Admiralty. In Nov. 1812, he arrived at Gottenburgh, to escort the Russian fleet to England, and spontaneously offered to make Viscount Melville acquainted with Captain Watts's claims for promotion, giving him at the same time a letter to that nobleman, with directions to forward it on his arrival in England. His lordship, in reply, assured him, "that as soon as his arrangements would permit, he would attend to his wishes," and added, "It will give me much pleasure to be of service to an officer of whom Rear-Admiral Hope thinks so highly." His nomination to the Jaseur of 16 guns, the first to be commissioned of seventeen brigs then building, and his appointment to the Halifax station, were the immediate results of this recommendation. His commission for the Jaseur bears date April 5, 1813. In Sept. following, his royal patron addressed the following letter to Sir John B. Warren, commander-in-chief on the coast of America, &c.

"*Kensington Palace, Sept.* 10, 1813.

"Dear Sir John,—I trust you will allow me the pleasure of introducing to your notice and protection the bearer of this, Captain Watts, of the Jaseur; and, in doing it, I feel proud to say, that he is an officer who has been brought into the service under my auspices, for his character and conduct in his profession, have proved him beyond a doubt to be both an intelligent and gallant member of it. His ambition is, to be placed in such

situations as may best afford him the opportunity of distinguishing himself. This favor, therefore, I request for him; and I beg to assure you, I would not commit myself by making such a request, if past experience of his professional merit had not convinced me, that by selecting him for dashing and enterprising duties, you will best fulfil the good of the service, and gratify the feelings of an honorable and brave young man. Excuse my addressing you thus pointedly in Captain Watts's behalf; but I do it with the more openness and confidence, as I recollect, that those who have themselves so justly reaped the laurels of intelligence and bravery united, can best appreciate those ingredients of professional character in others. I remain, with the truest regard and esteem, Dear Sir John, yours most faithfully,

(Signed) "EDWARD."

The Jaseur's first cruise was off the Delaware, where she captured several American vessels. Judging it expedient, in order to avoid an unnecessary consumption of water and provisions, to land his prisoners, Captain Watts sent his second lieutenant, Mr. Thomas Lovesay, with a flag of truce for this purpose. The prescribed period for his return having long elapsed, it was apprehended some accident had befallen him, to ascertain which, Mr. Henry West, the first lieutenant, was despatched with a second flag to Lewes, a town within the entrance of the above river. The treatment this respectable officer met with, was of so ungenerous and unmanly a nature, as to reflect disgrace upon the American name. He was beset by a mob, bullied, and insulted. All his boat's crew, except one, were enticed from their allegiance, and induced to desert. With the assistance of that man only, he navigated his boat, and reached the Jaseur, in a dark and boisterous night, at the risk of his life, bringing with him an impudent and illiterate letter from the American commandant, commenting upon the informality of the flag of truce, and interdicting any further intercourse of a similar nature. To this, Captain Watts transmitted the following answer:—

"*His Britannic Majesty's sloop Jaseur, 27 Nov.* 1813.

"Sir,—In reply to your note of the 26th instant, containing some comments upon the mode of signal adopted as a flag of truce, I have to observe, that it is conformable with long-established usage, and therefore consistent with the '*law of nations*,' to display the flags of the two belligerents, instead of the white flag—with this difference, that it is considered

as a point of complimentary etiquette, a thing apparently not much in request, and but little estimated in the vicinity of the Delaware.

"American courtesy I have heard much spoken of; but never experienced it before. After the reception my officer, bearing a flag of truce, met with yesterday, you need be under no apprehension that a '*second attempt*' will be made on my part to communicate with the town of Lewes. When the government of the United States shall have agents endowed with sufficient energy, and invested with competent authority, to restrain a despicable mob from insulting a solitary individual, in the exercise of an office which sanctifies his person in the eyes of a civilized enemy; then, and not till then, can any amicable intercourse subsist between us.

"When the officer in question appears again before the town of Lewes, he shall most assuredly not be the harbinger of the olive branch. His province is not to negociate, but to fight. He shall 'labor in his vocation.' I have the honor to be, &c.

(Signed) "G. E. WATTS."

Much as Captain Watts longed for an opportunity to carry into effect the threat contained in this letter, circumstances did not admit of it. The Jaseur, having sustained great damage in her masts and rigging, was forced to bear away for Bermuda, and did not return to the Delaware.

Captain Watts afterwards served chiefly in the Chesapeake, under the orders of Rear-Admiral (now Sir George) Cockburn, and he had the gratification also to obtain that officer's approbation of his conduct. On the 2d May, 1814, his boats, directed by Lieutenant West, captured and brought out from under a battery, the American letter of marque Grecian, pierced for 20 guns, but only 4 mounted, with 5 swivels, and having on board 27 men. This vessel was subsequently H. M. schooner Grecian.

About the same period, Captain Watts was ordered by Rear-Admiral Cockburn to use his best endeavours to discover a navigable passage through Tangier straits, and to procure fresh provisions for the use of the squadron in Chesapeake bay. He succeeded in establishing himself 15 miles higher than any square-rigged vessel had ever before been, and annoyed the enemy to the utmost of his power. On one occasion, he gave chase to a vessel in person, in his own boat, penetrated 12 or 14 miles up the river Wicomico, and not only destroyed her, but captured and burnt nine others. This affair gave place to such pressing remonstrances

on the part of the authorities in that quarter, that the Baltimore flotilla, under Commodore Barney, was despatched to attempt to capture or destroy the Jaseur. In its passage for that purpose, however, it was fortunately intercepted by the Dragon 74, Captain Robert Barrie, and forced to take shelter in the Patuxent *.

Captain Watts was also actively engaged with Captain Barrie, in various offensive operations. He assisted at the capture of the towns of Benedict and Marlborough, in the Patuxent, and at the destruction of much public property in its vicinity, for which he received the public thanks of both that officer and the Rear-Admiral. During his stay in the waters of the Cheaspeake he likewise captured and destroyed upwards of 30 vessels of different descriptions, in addition to the Grecian, and others already mentioned.

This active, gallant, and zealous officer, obtained post rank June 7, 1814, and returned to England early in 1815, after an unremitted service of 18 years; during which period he had received 17 wounds (besides having an arm fractured), all of them, except one, hand to hand with the enemy.

Upon the extension of, "the limits of the Most Honorable Military Order of the Bath †," Captain Watts interposed no claim for the distinction of a C. B., although, in common with others who were overlooked, he thought himself fully entitled to it. The detail of his services in this memoir tends to prove, that his exertions, *while in command*, placed him upon an equality with many who obtained the honor, but who never had the same opportunity as he had of distinguishing themselves while in a subordinate rank. He subsequently transmitted a memorial to the Admiralty, calling their lordships' attention to his case, and expressing a hope, that in the event of a further enlargement of the Order, by installation or otherwise, his claim might be considered and rewarded. Justice and equity seem to intimate, that a series of even minor services may form a totality, so respectable and imposing, as to

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* See Vol. II. Part II. p. 728 *et seq.* and Vol. I. Part II. p. 525.

† See Suppl. Part II. p. 193.

give weight and strength to a claim of service, far beyond that of any single exploit whatever.

Captain Watts has more recently tendered his services gratuitously, by an offer to the First Lord of the Admiralty, to serve his country in any way, without fee or emolument for so doing.

The subject of this memoir married, Oct. 17, 1820, Jane, youngest daughter of George Waldie, of Hendersyde Park, Roxburghshire, Esq. and has issue one son. A memoir of that "most amiable and highly-gifted woman," who died July 6, 1826, will be found in "the Annual Biography and Obituary for the Year 1827."

Agents.—Messrs. Goode and Clarke.

ABRAHAM LOWE, Esq.

Was born in the county of Kent, in July, 1771. He entered the navy under the auspices of the late Sir Erasmus Gower, and served his time, as midshipman and master's-mate, in the London 98, Edgar 74, and Lion 64; which latter ship, it will be remembered, was attached to Lord Macartney's embassy, between Sept. 1792 and Sept. 1794.* During part of the time that she was in the China Seas, Mr. Lowe was entrusted with the charge of the Jackall tender. His first commission bears date Nov. 24, 1794, at which period he was appointed to the Triumph, a third rate, commanded by his early patron.

The Triumph formed part of the small squadron under Vice-Admiral Cornwallis, when that officer made his masterly retreat in June 1795†: and her behaviour on that trying occasion was thus noticed by the gallant chief:—

"The Mars and Triumph, being the sternmost ships, were, of course, most exposed to the enemy's fire. The Triumph has shifted and repaired some of her sails; but any damage she has received is so trifling, at least

* See Vol. II. Part II. p. 636 *et seq.*

† See Vol. I. Part I. note * at p. 354, *et seq.*

in her captain's eye, that Sir Erasmus Gower has not thought it worth reporting; indeed, the cool and firm conduct of that ship was such, that it appeared to me the enemy dared not come near her."

Lieutenant Lowe's subsequent appointments were, in June 1797, to the Diamond 38, Captain Sir Richard J. Strachan; in Jan. following, to the Neptune 98, Sir Erasmus Gower; and, in Aug. 1800, to be first of the Thames 32, Captain William Lukin, under whom he assisted at the capture of the following armed vessels:—

Le Diable à Quatre, French ship privateer, of 16 guns and 150 men, Oct. 26, 1800; a letter of marque, *name unknown*, laden with coffee, on the 29th of the same month; *l'Actif*, brig privateer, of 16 guns and 137 men, 30th ditto; and *l'Aurore*, national corvette, of 16 guns, Jan. 18, 1801.

The Thames was with Sir James Saumarez when that officer sailed from Gibraltar to engage the combined squadrons under Mons. Linois, July 12, 1801*; and her captain†, officers, and crew received great praise for their subsequent exertions in extricating the Venerable 74, from her perilous situation on the shoals of Conil ‡.

We next find Lieutenant Lowe serving under Sir Erasmus Gower, in the Princess Royal 98, which ship was paid off in Feb. 1802. From that period he does not appear to have been again employed until Jan. 1804, when he obtained the command of the Conflict gun brig, but soon left her to join the Isis 50, fitting for the flag of Sir Erasmus, as commander-in-chief at Newfoundland.

Early in 1806, the subject of this sketch succeeded Lieutenant Hickey as first of the Isis; and about the same period his patron honored him with a commission as Magistrate and Surrogate for the island, which he continued to hold until the arrival of the new Governor, Vice-Admiral Holloway, in April, 1807.

Shortly after his return home, Lieutenant Lowe was appointed to the Prince of Wales 98, bearing the flag of Admiral Gambier, in which ship he served, as first, during the bom-

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* See Vol. I. Part I. p. 190, *et seq.*

† The present Rear-Admiral Hollis.

‡ Vol. II. Part I. p. 120, and Suppl. Part II. p. 223, *et seq.*

bardment of Copenhagen. On the surrender of the Danish navy, he was promoted by that officer to the command of the Curlew sloop, and his commission appears to have been confirmed by the Admiralty, Oct. 13, 1807.

From this period we lose sight of Captain Lowe until the summer of 1809; when, being on half-pay, he volunteered his services in the expedition against Walcheren, and commanded a division of the light flotilla at the bombardment of Camvere, on which occasion, says Sir Richard J. Strachan, "the fire of the gun-boats was exceedingly well-directed, and did much damage to the town; the officers and crews engaged in that service had a great claim to my admiration for their conduct: three of our gun-boats were sunk."

After the surrender of Camvere and the reduction of the fort of Rammekens, Captain Lowe was employed in cutting off the communication between Flushing and Cadsand: he subsequently proceeded up the West Scheldt, and assisted Sir Home Popham in sounding and buoying the channels of that river, to enable the line-of-battle ships and frigates to advance, for the purpose of putting into execution the ulterior objects of the expedition. This service was performed "with judgment and correctness."

While employed in the Scheldt, Captain Lowe was appointed by Rear-Admiral W. A. Otway to the command of the Sabrina sloop; and on his return to England, in Jan. 1810, he was removed from her to the Diligence of 16 guns, in which vessel he served on the Baltic station, under the orders of Sir James Saumarez, until March 1812. He there captured three or four Danish privateers, and was engaged in every species of service incidental to naval warfare, except that of getting alongside of an enemy of either equal or superior force; and this, as already stated at p. 291, the station afforded no chance of.

Captain Lowe's next appointment was, Aug. 12, 1812, to the Jalouse 18, in which sloop he served on the Irish and Jamaica stations, under Sir Edward Thornbrough and the late Rear-Admiral William Brown, until promoted to post rank, June 7, 1814. In the early part of 1815, we find him commanding the Larne 20, and cruising off the Western

Islands in company with the Chatham and Bombay 74s. He was re-appointed to that ship Aug. 29, 1815, and finally put out of commission Jan. 19, 1819.

This officer married, in 1802, the daughter of R. Rogers, of Beaulieu, near Southampton, Esq. He has two sons, both of whom were educated at the Royal Naval College, and are now lieutenants.

Agent.—J. Hinxman, Esq.

JAMES JOHN GORDON BREMER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

Was made Lieutenant, Aug. 3, 1805; and advanced to the rank of Commander, Oct. 13, 1807. On the 11th Sept. 1812, being then in the Bermuda brig, off Boulogne, he captured le Bon Genie, French lugger privateer, of 16 guns, but 4 only mounted, and 60 men. This vessel did not surrender till she had received several broadsides of grape, by which 3 of her crew were killed and 16 wounded, most of them severely.

Captain Bremer's next appointment was, Jan. 1, 1813, to the Royalist, 18-gun brig, in which he assisted at the defence of Castro, on the north coast of Spain, between the 7th and 13th May following*. On the 6th Sept. in the same year, he captured the American letter of marque Ned, a very fine copper-bottomed schooner, of 280 tons, pierced for 16 guns, mounting 6, with a complement of 45 men. On the 21st of the ensuing month, the Royalist had 2 men killed and 9, including her first lieutenant and master, wounded, in action with Le Weser French frigate, the capture of which ship is related at p. 276. The following is an extract of his senior officer's official letter on that occasion:—

"Any encomium I could bestow on Captain Bremer would, I am convinced, fall very short of his deserts; and I beg leave to return him, his officers, and ship's company, my warmest thanks for the gallant support they afforded us during the action."

Captain Bremer was promoted to post rank, June 7, 1814; nominated a C. B. in 1815; and appointed to the Comus, of

* See p. 140, *et seq.*

22 guns, May 30, 1816. He had the misfortune to lose that ship, on a reef of rocks off St. Shott's, Newfoundland, Oct. 24, 1816*.

On the 18th Sept. 1823, Captain Bremer was appointed to the Tamar 26; and in Feb. following we find him despatched to take possession of the northern extremity of New Holland, and form a settlement upon Melville Island, in the gulph of Carpentaria. This attempt to establish a commercial intercourse with the Malays is said to have completely failed†. He returned home from the East India station, Nov. 28, 1827.

This officer married, March 26, 1811, Mrs. C. Glasse, of Rochester.

Agent.—J. Hinxman, Esq.

JOHN PORTEOUS, Esq.

A son of the late Mr. James Porteous, many years master of a royal yacht; and brother to Captain James Porteous, of H. M. packet Magnet‡.

This officer was made lieutenant, Jan. 22, 1806; and commander Mar. 3, 1808; successively appointed to the Gannet and Satellite, brigs, in 1812; and advanced to post rank, June 7, 1814.

Agent.—John Chippendale, Esq.

CHARLES BERTRAM, Esq.

The services in which this officer participated while a lieutenant have been fully described in our memoir of Captain Frederick L. Maitland, C. B. under whom he served both in the Loire and Emerald frigates, and who thus speaks of him in his official letter to Lord Gardner, reporting the

* See Nav. Chron. Vol. 36. p. 511.

† Morning Post, June 25, 1827.

‡ See *Nav. Chron.* vol. 38, p. 348.

destruction of l'Apropos French national schooner, in Vivero harbour, Mar. 14, 1808*.

"I must beg leave, my Lord, to request you will state Lieutenant Bertram's meritorious conduct to the Lords Commissioners of the Admiralty in the strongest point of view; when I hope their Lordships will be induced, in consideration of his very gallant behaviour, and a most severe wound he has received, to consider him worthy of that reward which in our service has ever been looked up to as the certain consequence of distinguished bravery. Mr. Mildridge, master's-mate, a young man who has served the whole of his time with me, and whose gallantry has been represented to me by Lieutenants Bertram and William Smith as highly exemplary, I hope your Lordship will be induced to mention also as deserving of promotion†. The conduct of Lieutenant Bertram and his party, as well as that of Lieutenant William Smith, renders it unnecessary for me to say any thing further on the subject. I shall therefore only add, that Mr. John Smith, the second lieutenant, whom I kept on board to assist me, as well as Mr. Brokensha the master, and the whole of the officers and ship's company that remained on board, have my warmest thanks for their cool and steady conduct during an action that lasted, with intervals, for more than six hours."

The subject of this sketch was made commander Mar. 24, 1808, and appointed to the Persian brig, of 18 guns, Oct. 21, 1810. On the 6th April, 1811, Captain Bertram captured l'Ambuscade French lugger privateer, of 14 guns and 36 men; and on the 27th Mar. 1812, le Petit Jean, of 16 guns, only eight mounted, and 48 men. The Persian subsequently proceeded to the Jamaica station, and was wrecked on the Silver Keys, Bahamas, June 16, 1813.

Captain Bertram's post commission bears date June 7, 1814.

GEORGE HILLS, Esq.

Was made lieutenant in 1798; commander April 20, 1808; and post-captain, June 7, 1814. He married, Mar.

* See Vol. II. Part I. p. 394, *et seq.*

† Mr. Matthew Mildridge was immediately promoted, and appointed to the Emerald, of which ship he was first lieutenant at the time of his decease. He was accidentally killed, Oct. 14, 1810.

10, 1813, Diana, fourth daughter of the late T. Hammersley, Esq. a London banker.

Agents.—Messrs. Cooke, Halford, and Son.

HENRY FANSHAWE, Esq.

Knight of the Highest Military Russian Order of St. George.

This officer is the eldest son of the late General Fanshawe, who, after attaining the rank of colonel in the British army, entered the service of Russia, during the reign of the Empress Catharine II. by whose successor he was promoted to the rank of lieutenant-general, and appointed Governor-General of Kieff, in the year 1800. By the Emperor Alexander he was removed to the government of the Crimea, and presented with several decorations. In 1812, he served as volunteer under the Duke of Wirtemberg, at the blockade of Dantzic; and at the termination of the campaign he returned to St. Petersburgh, where he was named a senator, and received an *arende* in consideration of his long services. His declining health obliged him to solicit, from the late Czar, the permission of visiting some foreign watering places; but every attempt of art to prolong life proved vain, and after a painful and protracted illness, he expired at Warsaw, aged 72, leaving behind him five sons, three of whom are in the Russian service, and one a clergyman in England.

Mr. HENRY FANSHAWE was born at Shiplake, in Oxfordshire, Dec. 9, 1778. He commenced his professional career in the Russian marine, and did not enter the British navy until 1798, when we find him joining the Kent 74, bearing the flag of Lord Duncan, in the North Sea, from which ship he followed Sir Richard Bickerton into the Royal Sovereign, of 100 guns, on the Mediterranean station. His commission as lieutenant bears date May 25, 1805; at which period, we believe, he was appointed to the Courageux 74. His promotion to the rank of commander took place May 2, 1808; and on that occasion he appears to have received an appointment to the Grasshopper brig, of 18 guns, the fate of which

vessel has been briefly noticed in the note at p. 13. We shall here give a more detailed account of her catastrophe.

The Grasshopper sailed from Wingo Sound, Gottenburg, Dec. 18, 1811, in company with the Hero 74, Egeria sloop, Prince William armed ship, fifteen sail of transports, and a fleet of merchantmen. The weather, from the day of her sailing, was dark, cloudy, and extremely boisterous, accompanied with snow storms. The Egeria and Prince William parted company about the 20th or 21st, with the trade for the Humber and Scotland.

On the 23d at noon, the Hero made signal to the Grasshopper to pass within hail, when, after a communication of reckoning, Captain Newman said he should alter the course to S. W. for the afternoon, as he conceived himself to be on the Silver Pits. "We were then," says Captain Fanshawe, "steering W. by S. The course was accordingly altered to S. W. and continued so until 10 P. M.: the whole of that time blowing a hard gale, and the vessel going at the rate of nine or ten knots, under a close-reefed main-top-sail.

"At 10, the night signal was made to alter the course, two points to port, which was obeyed; and we continued running S. S. W. until three o'clock in the morning of the 24th, at which time we observed the Hero, as we supposed, round-to to sound; but the fact was she had struck. As soon as her situation was ascertained, no time was lost in taking every measure to save the Grasshopper, by hauling off; but being already in broken water, the thing was impossible; and nothing but keeping right before the wind, could have saved us from total destruction. After about a quarter of an hour, during which she was at times aground fore and aft, we succeeded in forcing her over the sand bank, and fell into rather deeper water. The best bower was let go, and the sloop brought up; but, in five minutes after, she struck again, and continued so doing occasionally all the time we lay at an anchor. At her first striking, the Hero fired guns and burnt blue lights; but in the space of 15 minutes, she ceased, in consequence, I suppose, of her being totally disabled.

"At day-break, I perceived our situation to be within the Northern Haak, about five or six miles from the Texel island,

and about the same distance from the Helder Point. The Hero a complete wreck, lying on her starboard broadside, head to the N. E., and broken a-midships, the sea making a a tremendous breach over her occasionally. By this time, all the small craft from the Helder were under weigh, and turning out of the harbour to our assistance. We, in the meanwhile, hoisted out the boats, and made an attempt at getting near the Hero; but all our efforts were fruitless, owing to the terrible surf around her, and we were obliged to abandon all idea of being able to render her any relief till the arrival of the Dutch schuyts, which were plying to windward. They, however, did not get nearer than about three miles of us, before the ebb tide failed, and they were obliged to anchor.

"At four P. M., finding night fast closing in, and the weather very unpromising, and seeing no prospect of saving our own lives, but by surrendering ourselves to the enemy, we cut our cable, and made sail for the Helder, beating for the space of nearly 3 or 4 miles over the flats, after which we succeeded in getting round the point, where we struck to the Dutch fleet, under the command of Vice-Admiral De Winter. At day-light, on the morning of the 25th, not a vestige of the Hero was to be seen where she lay the previous day, she having gone to pieces during the night."

Captain Fanshawe's post commission bears date June 7, 1814. He married, first, in May 1810, Anna Maria, second daughter of Colonel Jenkinson, of the Board of Green Cloth; and, secondly, Jan. 20, 1823, Caroline, third daughter of Francis Fownes Luttrell, Esq. late Chairman of the Board of Customs. One of his brothers is an *aide-de-camp* to the Grand Duke Constantine.

Agent.—J. Clementson, Esq.

ISAAC HAWKINS MORRISON, Esq.

Entered the navy under the patronage of the late Isaac Hawkins Browne, Esq. M. P. for Bridgenorth, co. Salop, D. C. L. and F. R. S. We first find him serving as an admi-

ralty midshipman on board the Gannet brig, Captain Edward Bass, during the peace of Amiens. He was made lieutenant May 1, 1804; advanced to the rank of commander June 10, 1808; and appointed to the Achates brig, of 16 guns, Mar. 31, 1813.

On the 30th Sept. following, two of the enemy's large frigates, le Weser and la Trave, sailed from the Texel, on a cruise off the Western Islands; but on the 16th Oct. a violent gale of wind dismasted both, and separated them from each other. The capture of le Weser has been related at p. 276 *et seq.*

On the morning of the 21st Oct., the Achates discovered la Trave upon her weather beam, immediately made sail in chase, and, as soon as she had fore-reached sufficiently, wore and stood for her. At 7-50 A. M. she gallantly engaged the frigate in passing, and received in return a fire that much injured her sails and rigging. At 8 A. M., a large ship was discovered bearing down. Captain Morrison instantly hauled towards her, and made the private signal; but the stranger, instead of answering it, tacked from him and hauled close to the wind. In the mean time la Trave had bore up to the eastward. At noon, then in lat. 46° 37′ N. long. 7° 26′ W., the Achates was again near enough to exchange shot with the enemy, and continued engaging in an advantageous position on her quarter, until about 8 P. M., when dark and squally weather concealed her from view. In this very spirited, as well as skilful, attack, Captain Morrison had the good fortune not to lose a man; the French frigate had two seamen wounded, and was soon afterwards captured by the the Andromache, Captain George Tobin *.

On the 26th Feb. 1814, Captain Morrison witnessed the surrender of la Clorinde French frigate, of 44 guns and 360 men †. His post commission bears date June 7, 1814.

This officer is at present Inspecting Commander of the Revenue Coast Guard service, Tralee district, Ireland. He

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* See Vol. II. Part II. p. 634. † See Suppl. Part I. p. 246.

married, July 16, 1823, Louisa Adams, daughter of John Powell Smith, of Upper Berkeley Street, Portman Square, Esq.

Agents.—Messrs. Stilwell.

GEORGE BARNE TROLLOPE, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer is a native of Huntingdon, in which county his father was a clergyman.

He entered the navy during the Spanish armament, and served under the command of his half-brother, Captain (now Sir Henry) Trollope, in the Prudente and Hussar frigates, until 1792, when he joined the Lion 64, Captain Sir Erasmus Gower, then about to sail for China with Lord Macartney and his suite. Towards the end of 1794, he followed that excellent officer into the Triumph a third rate, which ship was one of the small squadron under Vice-Admiral Cornwallis, when he made his masterly retreat, in the face of a powerful French fleet, June 17, 1795 *.

Mr. Trollope obtained the rank of lieutenant Dec. 13, 1796; and was third of the Triumph at the defeat of the Dutch fleet, off Camperdown, Oct. 11. 1797, on which occasion he appears to have been wounded in the leg and hip. The Triumph's total loss was 29 men killed, and 55, including her captain †, first lieutenant, and master, wounded.

After that glorious victory, Lieutenant Trollope rejoined Sir Erasmus Gower, then in the Neptune 98; and we subsequently find him in the Princess Royal, another second rate, bearing the flag of the same officer, as Rear-Admiral of the White ‡.

His next appointment was, during the peace of Amiens, to la Minerva frigate, Captain (now Sir Jahleel) Brenton, which

* See p. 296.

† The late Sir William Essington, who died a Vice-Admiral, July 12, 1816.

‡ See p. 228.

ship he left, on account of ill-health, a short time previous to her falling into the hands of the enemy, July 2, 1803 *. When promoted to the rank of Commander, May 1, 1804, he was serving as Lord Cochrane's first lieutenant, in the Arab, of 20 guns.

The first vessel that Captain Trollope commanded was the Cerf sloop, on the Jamaica station, from whence he returned home invalided, in consequence of a very severe attack of yellow fever. In Mar. 1806, he received a commission appointing him to the Electra brig, of 18 guns, then on the Leith station, but afterwards employed in the Mediterranean.

On the 17th Feb. 1808, the little fortress of Scylla, the only remaining post possessed by the British in Lower Calabria, was evacuated by order of Major-General Sherbrooke; and the garrison safely withdrawn from the power of the French General Regnier, by the able management of Captain (now Sir Robert Waller) Otway, assisted by Captain Trollope, who commanded the boats employed in that service. On the 25th of the following month, the Electra was unfortunately wrecked at the entrance of Port Augusta, between Syracuse and Messina.

Captain Trollope was afterwards successively appointed to the Zebra bomb; Alert sloop, stationed at Newfoundland; and Griffon brig, chiefly employed off Boulogne. His removal to the latter vessel took place in Feb. 1812; and on the 27th May following, he highly distinguished himself in an action with the enemy's flotilla, the particulars of which are officially detailed at p. 74.

An event of the most lamentable nature occurred on board the Griffon, in the Downs, during the temporary absence of Captain Trollope, Oct. 20, 1812.

The serjeant of marines had behaved in the most violent and disorderly manner, by threatening to beat the carpenter of the Griffon, his superior officer, who accordingly lodged a complaint with Lieutenant Richard Stewart Gamage, (then commanding on board, in the temporary absence of the cap-

* See Vol. II. Part I. p. 266.

tain); who, after weighing the circumstances, sent for the offender, and ordered him to walk the quarter-deck, with a shouldered musket, as a slight and summary punishment, to which he was induced by a prepossession in his favor, and a consequent wish to preserve him from degradation, and severe corporal punishment, which must have been the result, if the steps authorized by the service had been strictly adopted. This order the serjeant, in a peremptory and insulting manner, repeatedly refused to obey. What temper, however stoical, could withstand so flagrant a breach of all rules of discipline, in the eyes of a whole ship's company? Lieutenant Gamage became violently enraged, and ran below for a sword, certainly not with any intent to use it fatally, but to intimidate, and enforce obedience to his orders. When he came again on deck, which was instantaneously, the serjeant had so far complied as to hold the musket in his hands. Gamage struck it with the sword, expressed his indignation at the subversive conduct of the marine, and ordered him to walk about. He shouldered arms, and appeared to comply, upon which the lieutenant returned his sword to its sheath, and was in the act of walking away, when, in the same instant, the serjeant threw the musket down, and, with a loud oath, asserted his determination to persist in his disobedience. Gamage became infuriated again, drew the sword, and made a short thrust. The consequence was fatal. The weapon, taking an upward direction, entered the body of the unfortunate man, and occasioned his almost immediate death.

Words cannot express the dreadful and torturing emotions which, at the awful moment, racked the heart of Lieutenant Gamage: he remained fixed to the spot, and gazing, in all the agony of unutterable grief on the terrific scene before him, whilst in his attitude and countenance, the terrible conflict of contending passions, the yearnings of pity and remorse, which swelled his bosom almost to breaking, were depicted in the strongest manner. When he recovered himself sufficiently to speak, he called the brig's crew together, expressed his deep contrition at the sad act he had committed, and surrendered himself to justice, by giving up the command to the second lieutenant.

In the interval which took place, between the commission of the offence and the assembling of a court-martial to try him for it, he suffered much from the deepest sensations of regret: yet his sleep was calm and undisturbed, and when he awoke to the recollection of his miseries, the dread event appeared in retrospect, but as a dream of the perturbed imagination.

The court was assembled on the 27th October, and, assured of the general sympathy he attracted, Lieutenant Gamage appeared before it with a dignified composure, equally remote from confidence or dismay. When the prosecution was closed, which was conducted, under an Admiralty order, by Captain Trollope, who, on this occasion, as well as during the whole affair, behaved with the greatest delicacy and attention to him, he was called upon for his defence, which he read himself, as follows:—

"*Mr. President, and Gentlemen of this Hon. Court.*

"It is with the utmost poignancy of feeling, with the deepest bitterness and regret, that I appear before you in my present awful and unfortunate situation. To the wretch hardened in crimes, and growing grey in the pursuits of villany, the recollection of having actually deprived a fellow-creature of existence, the divine gift of the Creator, must ever crowd his imagination with a load of the most intolerable ideas. How then can any power of language express the multiplied pains of my situation, the pangs of remorse which swell in my bosom, with the most heart-rending sensations on the remembrance of the past, through an unpremeditated and deeply-lamented act, which has led to this investigation. Ah, God! could years of banishment and pain atone for the mania of a moment; could tears of blood, or sobs of acutest grief, recall the flighted spirit; the scorpion's sting, which now rankles in my bosom, might be removed, and a fever of agony be succeeded by peace of mind and the sweetness of content; but, alas! what human power can re-kindle the vital spark, or illuminate the faded eye; the floods of affliction, and the humane tear, are in vain; they rend my soul, but yield no consolation to its wound.

"Thus, though impressed with the deepest contrition, my imagination recoils with horror and indignation at the horrid crime of murder,—though the unfortunate man did indeed fall by my hand, the violent mutinous tenor of his conduct, heightened by the most aggravated circumstances to me, his commanding officer, in the act of carrying on the duties of my situation, worked me to a phrensy of passion, in the tempest of which he fell, a sad victim of his own contumacious obstinacy. Of a very different nature from the whirlwind of rage, by which he was swept from among men, is the prepense malice of the deliberate and insidious murderer.

"God Almighty knows my heart bleeds at the recital; but it is a duty I owe to myself, and to the world, to draw your attention to my situation as a first lieutenant, and the consequent provocation; and I fondly hope this honorable court will accompany me in my feelings as an officer, and as a man. A complaint had been made to me by the carpenter of the ship, of the deceased, who had conducted himself in the most riotous and disorderly manner to the said person. Weighing the circumstances, I, with a lenity natural to me, and which I trust I shall prove to have ever been my character, from high evidence, ordered him a slight punishment, too trifling in its nature, and not unbecoming his situation as a soldier, merely to walk the quarter-deck with a musket in his hand, and to which I was induced, by a prepossession in his favor, and a wish to preserve him from condign punishment, which must have been the consequence, if the regular steps had been taken. With insufferable contempt, better expressed by the carriage, and demeanour of the countenance and eye, than by language, he impertinently refused to submit; when I again and again commanded further compliance, the same provocation was renewed;—I flew to my weapon, and here before God and my country, I most solemnly disclaim any intention to endanger the life of the deceased; I meant simply to intimidate, and thereby force obedience to my orders. Acting on this principle, I several times struck the musket, which the deceased held in his hand, and desired him to walk about. This seemingly had the desired effect; he shouldered arms, and my sword was returned to its scabbard. But in the very same moment, my soul still glowing with indignation at his outrageous audacity of air and aspect, he again refused compliance, and dared me to the fatal act. The imposing attitude of the man, the fierce arrangement of his features, his high ingratitude and disdain working on my imagination, already infuriated by irritated exasperation, shot like a flash of lightning across my brain; reason forsook its seat, raging madness usurped the sway, and my sword, obeying its horrid mandate, was passed into his body.

"Cruel! cruel! most cruel sword! which at once plunged him into eternity—to appear unprepared before his God—and me into the deepest gloom of misery and remorse. I trust I do not exhaust the indulgence of this honourable court with a repetition of my regrets—what bosom can deny the sigh, or what eye the tear, when charged with the death of a fellow-creature, under any circumstances? The full heart feels relief on the heaving forth of its sorrows; and though no pencil can pourtray the anguish which preys upon my mind at this moment, yet I feel some consolation in thinking that this man was formerly the object of my lenity, when, from motives of compassion, and the just sense I entertained of his professional abilities, I shielded him from punishment, though implicated in the serious charge of mutiny. From this circumstance, I hope it will appear to this honorable court, that there was no premeditated malice against this unhappy victim of my misguided passion—and that a moment's cool reflection would have rather induced me to stretch forth that arm for his preservation instead of his destruction.

"I cannot look back on the unhappy event without suffering the most painful sensations, not only as respects the deed itself, but also as regards a sort of unhappy destiny, and not as a casual occurrence. God forbid that I should for a moment dare to arraign, or even to call in question, the justice of an everlasting Providence: but, if ever fate preponderated the action of an individual, or hurried him to a crisis, some unknown power, with cruel and desperate sway, tyrannized on that lamented day over the affections of my heart, and dashed its calm placidity with the tumultuous waves of violence and rage.

"I must claim the indulgence of this honourable court for occupying so much of its valuable time, if I have deviated from the subject before them: but when they recollect the very critical situation in which I am placed, I hope they will be ready to pity and forgive the wanderings of the mind. I shall beg leave to call the attention of the court to the testimonies I shall advance to prove the general calmness and indulgence of my temper towards every one in public and private. I have more particularly at this time to lament the death of my much respected friend and commander, Captain Edward Rushworth, as also the absence of Admiral Dixon from this country; but yet I trust I shall still be able, from the testimony of Captains Trollope and Braimer, and another officer in the court*, and of many of my messmates and brother officers—and what must tend still more to convince this honourable court of the extent of my clemency, as it respects my conduct to those placed under my command, together with my other depositions, *the leading men of the Griffon are also ready to bear testimony.* I trust the warm and artless effusions of their manly and unsophisticated hearts, will sufficiently convince this honourable court, of the repugnance of my nature to the act, and that nothing but the irritating conduct of the deceased could have made me outstep the bounds of reason and justice.

"A seeming obedience returned the blade unpolluted to its sheath, when an unexpected recurrence of the offence, under aggravated circumstances, overwhelmed at once my discretion and my judgment, and drove me on to commit the horrid deed with which I stand arraigned at the bar of this honourable court. When I turn my thoughts towards the melancholy catastrophe, the retrospect is agonizing in the extreme; but I look forward to whatever may be the result of this court-martial, with becoming deference and resignation, which can only proceed from a conscience void of the offence of a wilful guilt, and assisted by the Divine Power, I feel supported by the confidence of ever having acted on humane and honourable principles. I know myself incapable of committing an ill action, and am horror-struck at the magnitude of this.

"I trust there is not a spectator in this court, who does not believe these emotions to be the genuine inmates of my breast. If there be any amongst

* Captain Francis William Austen, under whom he had previously served in the St. Albans 64.

them of a contrary opinion, I address them in the language of the Apostle, 'Would to God you were all together such as I am, except these bonds.'

"Mr. President, and gentlemen of this honourable court, in your hands I place my honour and my existence, the hopes and fears of my family, and all that is valuable to the officer, the gentleman, and the man; fully sensible they can be no where so safely confided as to the breasts of those of my own profession, the pride and boast of my country, and the terror of its foes. I have poured before you, as before my God, the case of my unfortunate situation; and whilst you decide on my future destiny, I earnestly entreat you to remember, 'That earthly power doth then shew likest God's, when mercy seasons justice!'"

The Court, after due deliberation upon the case, adjudged Lieutenant Gamage to be *guilty of murder;* regarding him, however, as a fit object of royal clemency. The case was laid before the law-officers of the crown; the utmost intercession was made in behalf of the unhappy prisoner; *and a letter from the whole of the crew of the Griffon was sent, praying a pardon,* but without effect. Perhaps it was feared, that the pardoning of this offence might lead the inferior ranks in the navy to suppose that justice was not duly administered. On the Saturday previous to the execution of the sentence, Admiral William Young issued, to the fleet under his command, the following general order, and feeling and forcible address:—

"GENERAL MEMORANDUM.

"*Impregnable, in the Downs, Nov.* 21, 1812.

"Lieutenant Richard Stewart Gamage, of H. M. brig Griffon, having been adjudged, by a court-martial, to suffer death, for having murdered a serjeant of the royal marines of that brig, the Lords Commissioners of the Admiralty have directed that he shall be executed on Monday morning next, on board the Griffon.

"When the signal for punishment is made, two boats, kept quite ready, manned and armed, are to proceed from every ship to the Griffon, the officers commanding them being directed to obey such orders as they may receive from her captain. All works are immediately to cease; the crew of every ship is to be turned up to observe the execution; and, that the attention of the officers and ships' companies may not be diverted from the melancholy scene, nor the salutary reflections to which it may give occasion be interrupted, no work is to be begun till after the body has been lowered down. Soon after the execution shall have taken place, and while the body is still hanging, the 28th article of war, and so much of the latter part of the 19th article as relates to the behaving with contempt to a superior officer, shall be read to each ship's company, and immediately after them, the fol-

lowing admonition, with such additional observations as the captain may think proper, to impress strongly on the minds of the officers and all the crew, the necessity of a strict attention to discipline, and a perfect obedience to the laws.

" To be read to each Ship's Company.

" The commander-in-chief most earnestly desires to direct the particular attention of the fleet to the melancholy scene they are now called to attend; a scene which offers a strong, and, much he hopes, an impressive lesson to every person in it; a lesson to all who are to command, and to all who are to obey.

" Lieutenant Gamage is represented by every person who knew him, *and by the unanimous voice of the ship's company of the Griffon*, as a humane, compassionate man; a kind and indulgent officer; yet, for want of that guard, which all men should ever keep over their passions, this kind, humane, compassionate man, commits the dreadful crime of murder! Let his example strike deep into the minds of all who witness his unhappy end; and, whatever their general disposition may be, let them learn from him, that, if they are not always watchful to restrain their passion within its proper bounds, one moment of intemperate anger may destroy the hopes of a well-spent, honourable life, and bring them to an untimely and disgraceful death; and let those who are to obey, learn from the conduct of the serjeant, the fatal effects which may result from contempt of, and insolent conduct towards, their superiors. By repeated insolence, the serjeant overcame the kind and gentle disposition of Lieutenant Gamage, and, by irritating and inflaming his passion, occasioned his own death. The commander-in-chief hopes this afflicting lesson may not be offered in vain; but that, seriously contemplating the awful example before them, every officer, and every man, will learn from it, never to suffer himself to be driven, by ill-governed passion, to treat with cruelty or violence, those over whom he is to command; nor by disobedience or disrespect, to rouse the passion of those whom it is his duty to respect and to obey.

(Signed) " W. Young."

Captain Trollope continued to command the Griffon until promoted to post rank, June 7, 1814. He was nominated a C. B. Dec. 8, 1815.

This officer married, in 1813, Barbara, daughter of J. Goble, of Kinsale, Ireland, Esq. by whom he has a large family. His brother, Captain Trollope, of the 40th regiment, was killed, serving under the Duke of York, in Holland, Sept. 19, 1799; his half-brother, Lieutenant-Colonel Thomas Trollope, commanded the marines on board Admiral Duncan's flag-ship, at the battle of Camperdown, and retired from that corps in 1800.

Agent.—J. Hinxman, Esq.

THOMAS CUTHBERT HICHENS, Esq.

Was made commander Aug. 26, 1808; and appointed to the Zephyr sloop, Aug. 3, 1811. In that vessel he captured the American letter of marque schooner Antelope, of 10 guns and 32 men, bound with a cargo from New York to Bourdeaux, Dec. 10, 1812. His post commission bears date June 7, 1814.

Captain Hichens married, Aug. 8, 1814, R. E. Pearce, of Manchester Square, London; and died near Havre de Grace, in 1825.

THOMAS MANSELL, Esq.

Knight of the Royal Swedish Military Order of the Sword.

Served as midshipman on board the Orion 74, Captain Sir James Saumarez, and received a wound at the battle off Cape St. Vincent, Feb. 14, 1797*. His first commission bears date April 17, 1799.

We next find this officer in the Cerberus frigate, on the Guernsey station, where he commanded her boats at the capture of several small French vessels. By reference to p. 44, *et seq.* of Suppl. Part I. it will be seen that he bore an active part at the bombardment of Granville, in Sept. 1803. He subsequently served as lieutenant of the Victory, a first rate, bearing the flag of Sir James Saumarez, on the Baltic station, where he appears to have been promoted to the command of the Rose sloop, Sept. 17, 1808.

On the 23d Aug. 1813, Captain Mansell was removed to the Pelican brig, of 18 guns, in which he captured the Siro, American letter of marque, laden with cotton, Jan. 13, 1814. This vessel was a schooner of 225 tons, pierced for 16 guns, mounting 12 long 9-pounders, with a complement of 49 men: she had been chased by several other British cruisers; but es-

* See Vol. I. Part I. p. 180.

caped through superior sailing, and was intended to cruise against our trade, after landing her cargo at Bourdeaux.

Captain Mansell's advancement to post rank took place June 7, 1814.

COLIN CAMPBELL (B), Esq.

Post commission dated June 7, 1814.

Agents.—Messrs. Stillwell.

JUSTICE FINLEY, Esq.

Obtained the rank of lieutenant in Dec. 1796; and served as such in the Blenheim 74, bearing the flag of Sir Thomas Troubridge, by whom he was promoted to the command of the Harrier brig, on the East India station.

On the 12th Jan. 1807, Captain Finley sailed for Madras, in company with the Blenheim and Java, the latter a frigate, commanded by Captain George Pigot. In the night of Feb. 6, he lost sight of those ships, in a tremendous gale of wind, off the Isle of Rodrigues, and they have never since been heard of. When last seen, each of them had the signal of distress flying, and the Blenheim appeared as if she had already begun to settle in the water. It is supposed, that the Java, while attempting to save Sir Thomas Troubridge, ran foul of the sinking 74, and accelerated their mutual destruction.

This officer's commission as commander was not confirmed by the Admiralty until Dec. 15, 1808; from which period we lose sight of him until his appointment to the Rover of 18 guns, Oct. 22, 1810. In Mar. 1811, he accompanied a squadron, under Sir Joseph S. Yorke, to Lisbon; and on the 30th Nov. following, captured le Comte Reginaud, French letter of marque, (formerly H. M. sloop Vincejo) mounting 14 guns, with a cargo of spices, sugar, and coffee, from Batavia bound to Rochelle. His promotion to post rank took place June 7, 1814.

JOHN WILSON, Esq.

Obtained the rank of commander Dec. 27, 1808; and was present at the capture and destruction of a French convoy in the bay of Rosas, Nov. 1, 1809 *. His post commission bears date June 7, 1814.

On the 4th Aug. 1818, Captain Wilson was appointed to the Salisbury 58, fitting for the flag of Rear-Admiral Donald Campbell, and subsequently bearing that of Rear-Admiral (now Sir William C.) Fahie, on the Leeward Islands station, from whence she returned to Portsmouth, Sept. 10, 1821 †.

Captain Wilson's next appointment was, Dec. 28, 1825, to the Java 52, fitting for the East India station, from whence he returned home in the Boadicea 46, July 19, 1827.

This officer married, in 1821, Caroline Constance, third daughter of Sir William Charles Fahie, K. C. B.

GEORGE PRINGLE, Esq.

Was first lieutenant of the Jason frigate, Captain (now Sir Thomas John) Cochrane, at the capture of la Favorite, (formerly a British sloop of war) mounting 29 guns, with a complement of 150 men, on the Leeward Islands station, Jan. 27, 1807 ‡. "His active conduct on this, as well as every occasion," was duly acknowledged by Captain Cochrane, who regretted that it "did not afford him a greater opportunity of distinguishing himself." He was made commander Dec. 27, 1808, and advanced to post rank, June 7, 1814.

* See note at p. 158.

† Rear-Admiral Campbell died Nov. 11, 1819.

‡ See Suppl. Part I. p. 135.

NEVINSON DE COURCY, Esq.

Knight Commander of the Royal Portuguese Order of the Tower and Sword.

This officer is a son of the late Admiral the Hon. Michael De Courcy, who died at Stoketon House, near Plymouth, Feb. 22, 1824.

He was made lieutenant Jan. 29, 1806; promoted to the command of the Fawn sloop, in the West Indies, April 15, 1808; and appointed to the Mutine brig, of 16 guns, Oct. 31, 1810.

On the 18th April, 1813, Captain De Courcy addressed an official letter to Lord Amelius Beauclerk, of which the following is the substance:—

"Yesterday morning, while in execution of your lordship's orders, at day-light, a strange ship was discovered on our lee bow, to which chase was immediately given; at 2 P. M. the stranger hoisted French colours, and commenced a fire from her stern-guns, which, disabling us in our sails and rigging, occasioned us to drop astern; at 8-40, being again within gun-shot, he hoisted a light, and opened a fire from his broadside, which was continued until 10-45, when his main-top-gallant-mast and jibs being shot away, we were enabled to close him; still it was not until after a spirited resistance of 50 minutes that he hauled down his colours. The prize is l'Invincible privateer corvette, pierced for 20 guns, mounting twelve 18-pounder carronades (French calibre) and 4 long sixes, with 86 men on board (partly Americans), the remainder of her crew absent in prizes. It gives me pleasure to state to your lordship, that no loss has been sustained on our side, save 2 men slightly wounded; our rigging and sails are much cut, and masts wounded."

Captain De Courcy's post commission bears date June 7, 1814. He obtained permission to accept and wear the above Portuguese order in April 1825.

Agent.—Sir F. M. Ommanney.

THOMAS GROUBE, Esq.

Obtained the rank of lieutenant Aug. 31, 1799; and served as first of the Culloden 74, bearing the flag of Sir Edward Pellew, on the East India station. He commanded a division

of boats at the destruction of the Dutch shipping in Batavia roads, Nov. 27, 1806; and the Victor sloop, at Griessee, Dec. 11, 1807*.

This officer was advanced to the rank of commander July 31, 1809; appointed to the Calypso brig July 29, 1812; and posted June 7, 1814. He married at Madras, March 17, 1810, Mrs. Watson, daughter of the late James Dudson, Esq.

HERCULES ROBINSON, Esq.

Was made lieutenant April 25, 1807; and promoted to the command of the Prometheus sloop Aug. 30, 1809. In that vessel he captured two Danish privateers, and destroyed la Messilina French schooner of 6 guns and 38 men, on the Baltic station, May 24 and Aug. 2, 1810.

The following is a copy of an official letter from Captain Robinson to the senior officer at Jamaica, dated off Balize, in the bay of Honduras, Feb. 3, 1812:

"Sir,—I beg leave to acquaint you, that having, on the 10th ultimo, received information of an enemy's privateer being within the reefs, off Cape Catouche, I immediately proceeded thither, in H. M. sloop under my command; but, being aware of the impracticability of approaching sufficiently close in the ship, I procured a small merchant schooner, which, having armed with a carronade and manned with 17 men, under the direction of Lieutenant Ramsay, from whose zeal and ability I had very much to expect, I despatched a short distance a-head of the ship, with directions to proceed through one passage within the reefs; while our boats joining her through the outer passage, with the ship on the outside, I hoped would prevent the possibility of any thing escaping.

"Lieutenant Ramsay reached within Mohr ir Kay, at day-light, and discovered, in the spot expected, a large schooner privateer; and though unfortunately a most sudden and violent gale at N. W. had driven the Prometheus off the land, the confidence of the officers and men under his command induced Lieutenant Ramsay (who waited till the following day, in hopes of the ship being able to beat up), to attempt, unassisted, the capture of the privateer. I very deeply regret, that the state of preparation that vessel had been enabled to assume, and her being of the largest class, armed with 12 guns, and having 88 men, prevented the merited success attending the great bravery of Lieutenant Ramsay, Lieutenant Kemp, of the 55th

* See Vol. I. Part I. p. 223.

regiment, who had handsomely volunteered his services, Mr. John Winnard, clerk, Mr. T. L. Roberts, midshipman, and our handful of brave men. After a most obstinate contest, in which Lieutenant Ramsay was cut to pieces, with 4 of his small party, and Mr. Winnard and 4 others were severely wounded, the gallant survivors were overpowered by numbers, and the unequal contest concluded by the capture of their vessel; but not without so serious a slaughter on the part of their antagonist, and her masts and rigging being so much cut up, as must prevent the continuance of her cruise. I apprehend she has endeavoured to effect her escape to New Orleans, where, I have understood, she fitted out, some months past. During her cruise she has made several valuable captures, with the plunder of which she was filled. I have the honor to be, &c.

(Signed) "H. ROBINSON."

"*To James G. Vashon, Esq. Commodore, &c. Jamaica.*"

On the 8th May, 1814, Captain Robinson captured the Lizard American schooner privateer, of 2 long guns and 34 men. His promotion to post rank took place June 7 following. Since the peace he has commanded the Favorite 26, successively employed at St. Helena, in the Rio de la Plata, and on the Newfoundland station; from whence he returned, touching at Gibraltar and Cadiz on his way home, Dec. 21, 1820.

Captain Robinson married, June 17, 1822, Frances Elizabeth, only child of Henry W. Wood, of Rosmead, co. Westmeath, Ireland, Esq.

Agents.—Messrs. Goode and Clarke.

WILLIAM BLACK, ESQ.

WAS made lieutenant in July, 1801; commander Nov. 6, 1809; and post-captain June 7, 1814.

Agents.—Messrs. Stilwell.

MICHAEL HEAD, ESQ.

THIS officer is a son of —— Head, M. D. of Halifax, Nova Scotia. His first commission bears date Dec. 10, 1804.

We have stated at p. 422 of Vol. II. Part I. that Lieutenant Head commanded the boats of the Euryalus frigate at the capture and destruction of a Danish gun-boat and two trans-

ports, June 11, 1805;—the following is a copy of his captain's official letter on that occasion:—

"*H. M. S. Euryalus, in the Great Belt, June* 12, 1808.

"Sir,—After having seen the convoy clear, I proceeded in company with H. M. sloop Cruiser, and late yesterday evening discovered several vessels at anchor near the entrance of the Naskon, very close to the shore. We anchored at dark, and I sent Lieutenant Head, with the boats of this ship and the Cruiser, four in number, to destroy them. It is with great pleasure I have to inform you, he executed this service with his usual bravery and judgment, by burning two large vessels fitted for the reception of troops, and capturing a gun-vessel of the largest dimensions, mounting two 18-pounders, and having 64 men on board, moored within half pistol-shot of a battery of three 18-pounders, and the shore lined with troops. Although the enemy defended themselves well, we had but one man slightly wounded; their loss was great, 7 killed and 12 wounded, with many drowned; and they must have suffered on shore from the fire of our boats.

"I beg leave to mention the midshipmen employed,—Messrs. Wemyss, Ricketts, Yeoman, Richard, and Gaymore, of this ship, and Moffatt and Loveday of the Cruiser, for their good conduct on this occasion, and who are, together with the boats' crews, particularly mentioned by Lieutenant Head. I have the honor to be, &c.

(Signed) "G. H. L. DUNDAS."

"*Thomas Graves, Esq, Captain H. M. S. Brunswick.*"

The subject of this sketch was made commander Dec. 6, 1809; and appointed to the Curlew brig, June 27, 1812. On the 26th Mar. 1813, he captured the American ship letter of marque Volante, pierced for 22 guns, mounting ten 24-pounder carronades and four long nines, with a complement of 85 men. His promotion to post rank took place June 7, 1814.

Captain Head has a brother in the army. One of his sisters married Vice-Admiral Locke; another was the wife of Major James Paterson St. Clair, R. A.

Agent.—I. Clementson, Esq.

THOMAS STAMP, Esq.

FIFTH son of Thomas Stamp, of Sunderland, Esq. a considerable ship-owner, by Mary, daughter of Warren Maude, of Sunnyside, co. Durham, Esq. a branch of the Yorkshire family of that name.*

* See p. 249.

At the age of 14 years, Mr. Thomas Stamp, junior, was bound apprentice to his father, in whose employ he continued, in the coal trade, for a period of three years, when he ran away in consequence of his having been refused the command of a vessel, to which he felt himself competent. He then entered on board a South Sea whaler, and in her made a voyage to the Pacific. On his return from thence, he again entered into his father's service, it being agreed upon that he should very soon have the command of a large ship; but before this could be effected she was unfortunately wrecked at the upper part of the Swin, and there abandoned to the underwriters. This ship was afterwards raised out of the sand, into which she had sunk many feet, by a plan of his suggestion.

In Aug. 1790, Mr. Stamp joined the Egmont 74, commanded by the late Commissioner Charles Hope, to whom he was recommended by the Countess of Darlington, mother of the present peer. In the spring of 1791, we find him in the Otter sloop, Captain James Hardy, and from that period he appears to have been entrusted with the charge of a watch until he was made a lieutenant. In 1793, he removed to the Astrea 32, Captain Robert Moorsom, under whose successor, Lord Henry Paulet, he assisted at the capture of la Gloire French frigate, April 10, 1795.*

Soon after this event, Mr. Stamp followed Lord Henry Paulet into the Thalia 36, which ship was attached to Lord Bridport's fleet at the capture of three French two-deckers, near l'Orient, June 23, 1795. In Dec. 1796, he passed his examination, and, being strongly recommended by his captain, was immediately promoted.

On the 28th Dec. 1797, Lieutenant Stamp, then first of the Termagant sloop, Captain David Lloyd, assisted at the capture of la Victoire French schooner privateer, of 14 guns and 74 men, on the North Sea station. He subsequently served in the same vessel, under Captains R. Allen and William Skipsey, on the coast of North America †.

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* See Vol. I. Part II. p. 514.

† Captain R. Allen died at Halifax, Nov. 2, 1799.

Lieutenant Stamp's next appointment was, in 1800, to the Defence 74, commanded by Lord Henry Paulet, who had applied for him to be first of that ship, but which request the Admiralty refused to comply with, in consequence of his being so young an officer. On the 11th June, in the same year, he assisted at the capture of la Nochette French gun-boat, mounting 2 long 24-pounders, a chasse marée of 10 guns, another of 6, and eight sail of transports; the following is a copy of the official letter written on that occasion:—

"*H. M. S. Fisgard, off the Penmarks, June* 11.

"Sir,—In pursuance of the directions you gave me yesterday evening, two boats from each ship named in the margin*, assembled on board the Fisgard, in order to attack the convoy lying at St. Croix; and at 11 o'clock, being as near the shore as the darkness of the night would permit, they proceeded under the command of the following officers: Lieutenant Burke, Renown; Lieutenant Green, and Lieutenant Gerard, R. M. Fisgard; Lieutenant Stamp, Defence; and Lieutenant Price, Unicorn; but the wind being fresh from the S. E. prevented their reaching the above anchorage till after day-light; when, in opposition to a heavy battery, three armed vessels, and a constant fire of musketry from the shore, they took the three armed vessels and eight others, laden with supplies for the fleet at Brest; the rest, amounting to 20 sail, ran upon the rocks, where many of them will certainly be lost.

"I have the pleasure to assure you, that the officers and men employed on this service, shewed a degree of zeal and intrepidity that can only be equalled by the cool, steady conduct which I had the satisfation to observe in them, when passing through a very intricate navigation, under a constant discharge of cannon from the shore.

"Lieutenant Burke speaks highly in favor of Mr. Jane, acting lieutenant of the Renown, Mr. Fleming, mate of the Fisgard, and Lieutenant Killogriveff, of the Russian service, a volunteer; and I am glad they have had this opportunity of recommending themselves to your notice.

"The enemy have lost several officers and men, and I am sorry to annex the names of several wounded in our boats†.

"I have the honor to be, &c.

(Signed) "T. B. MARTIN."

"*To Rear-Admiral Sir John B. Warren, Bart. K.B.*

The Defence was one of the three ships sent by Sir Hyde Parker to reinforce Nelson's division at the battle of Copen-

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* Renown, Fisgard, Defence, and Unicorn.

† 2 petty officers, 1 marine, and 1 seaman; the latter dangerously.

hagen, April 2, 1801*. She subsequently proceeded to Gibraltar, where Mr. Stamp became first lieutenant, in which capacity he continued to serve until she was paid off, on her return from the West Indies, in 1802.

During the peace of Amiens, Mr. Stamp obtained the command of a West Indiaman, and he was about to sail from the river Humber for Grenada, when he received an appointment to the Terrible 74, in which ship he served as senior lieutenant under his warm and constant friend, Lord Henry Paulet, for a period of 6 years.

After the renewal of hostilities, in 1803, the Terrible was employed in the blockade of the enemy's ports; and she formed part of the squadron under Sir Richard J. Strachan, when that officer went to St. Helena, in quest of Jerome Buonaparte and his companions.

On the 19th May, 1806, Sir Richard again sailed from Plymouth in pursuit of the same French squadron; and on this occasion he was likewise accompanied by the Terrible. After cruising for some time off Madeira and the Canaries, he proceeded to Barbadoes, where he received so good information, that the night of Aug. 18th fell upon him, and the object of his search, nearly in the same latitude, and within a degree of the same longitude. In the tremendous hurricane which then commenced, and continued with unabated violence for 36 hours, the Terrible was totally dismasted, and had all her boats either blown or washed away; her tiller snapped in two, and the spare one was scarcely shipped before it broke also:—in this alarming situation, and left to the fury of the storm, without a vessel of any description in sight, one of the lower-deck guns nearly got adrift, but providentially, through the active exertions of her officers and crew, the imminent danger that seemed to threaten every one on board was speedily averted. *In 48 hours after the hurricane subsided, she was completely jury-rigged, and ready to set studding-sails if wanted!!*

We next find the Terrible employed on the Mediterranean

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* See Vol. I. Part I. note at p. 370.

station, where Lieutenant Stamp was, in 1809, successively appointed, by Lord Collingwood, to act as commander of the Scout, Redwing, and Halcyon brigs. In one of these vessels, and while serving under the orders of Captain Francis William Fane, he assisted at the capture of a French convoy, near Cette; but we have not been able to obtain the particulars of that service. When superseded in the command of the two former, he lived with his lordship, and received from him many marks of kind attention. His commission as commander was confirmed by the Admiralty, Dec. 23, 1809, exactly 13 years after his promotion to the rank of lieutenant.

The Halcyon was stationed in the Faro of Messina, during the greater part of the time that Sicily was threatened with an invasion. While thus employed, she had several smart affairs with the enemy on the coast of Calabria, where she sunk a privateer, and destroyed a fort under which the marauder had run for protection. On the 24th July, 1810, she assisted at the destruction of two armed feluccas, near Cape del Arme, where they were for a long time defended by their crews, some soldiers, and the neighbouring peasantry *.

Captain Stamp subsequently went up the Adriatic, and was there chased a day and a night by the French frigates afterwards taken off Lissa. On this occasion, finding the Halcyon hard pressed, he took in her studding-sails, let fly the royal, top-gallant, and top-sail sheets, fired a complete round of great guns, and luffed up, all the same moment. This manœuvre had the desired effect. The Frenchmen, who until then had been gaining upon him, immediately hauled to the wind likewise, and were followed by the little brig alone for several hours.

On the 7th Oct. 1813, Captain Stamp was appointed to the Pandora brig, of 18 guns, in which vessel, after cruising for some time on the Channel station, he escorted a fleet of merchantmen to Oporto, Lisbon, and the Mediterranean. At the close of the war with France, in 1814, he sailed from Gibraltar for Bermuda, in company with a squadron under

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* See Suppl. Part II. p. 912.

the orders of Captain Andrew King, and a fleet of transports, having on board part of the troops recently employed against Genoa. On the passage thither he was sent in search of a large American schooner privateer, which vessel he fell in with and chased during six successive days and nights, obliging her to throw guns and every thing else overboard in order to effect her escape. During this long pursuit, the Pandora was swept no less than 84 miles.

Captain Stamp subsequently cruised in the neighbourhood of the Bermudas, where he re-captured a British merchant ship, worth 18,000*l.* sterling, and discovered a bank hitherto unknown. His post commission bears date June 7, 1814.

This active officer married, in 1819, Elizabeth Margaret, eldest daughter of Joseph Maude, of Kendal, co. Westmoreland, Esq.

Agent.—John Chippendale, Esq.

RALPH RANDOLPH WORMLEY, Esq.

A native of North America, and nephew to the late Dr. Randolph, Bishop of London.

This officer was made lieutenant Jan. 22, 1806; and promoted to the command of the Minorca brig, Feb. 16, 1810. On the 4th June, in the same year, he captured the Sans Peur, French felucca privateer, of one gun and 35 men. His post commission bears date June 7, 1814.

Agent.—John Chippendale, Esq.

NATHANIEL MITCHELL, Esq.

A son of the late Admiral Sir Andrew Mitchell, K. B. whose services are recorded in the Naval Chronicle, vol. 16, pp. 90—107. He was made lieutenant May 22, 1807; commander April 5, 1810; and post-captain June 7, 1814. His brothers, Charles and Andrew, are both captains, R. N.

JOHN HARPER, Esq.

A Companion of the Most Honorable Military Order of the Bath, and Knight of the Imperial Austrian Order of Leopold.

This officer was born at Chatham, in Kent, Sept. 18, 1772; and he appears to have entered the navy, as midshipman, on board the Britannia, a first-rate, bearing the flag of Vice-Admiral the Hon. Samuel Barrington, early in 1782. His father, who was an officer of the same ship, received a mortal wound, in the partial action between Lord Howe's fleet and the combined forces of France and Spain, off Cape Spartel, Oct. 20, 1782*. Upon the death of that gentleman being announced to the Vice-Admiral, he immediately answered, "I will take the youngster under my protection—if he makes only half as good a man as his parent, he will be an honour to the British navy."

During the long period of peace that succeeded the struggle between Great Britain and her revolted colonies, Mr. Harper's patron kept him constantly afloat, in the Triumph 74, Barfleur 98, and Pomona 28; the latter ship commanded by Captain Henry Savage, and successively employed on the African and Channel stations. At the commencement of the French revolutionary war, he was strongly recommended by the same distinguished officer to Sir John Jervis, with whom he sailed for the West Indies, in the Boyne 98, Nov. 26, 1793.

Mr. Harper commanded a flat-bottomed boat, employed in landing the British troops at Martinique, and was promoted into the Avenger sloop for his conduct on that occasion. His first commission as lieutenant bears date Feb. 21, 1794.

During the siege of St. Lucia, Mr. Harper was one night ordered to row guard, in a 6-oared boat, off the Carenage, which harbour he entered, and, taking advantage of a heavy shower of rain, boarded and captured a French schooner privateer, mounting ten guns, fully manned, and perfectly ready

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* See Vol. II. Part II. p. 912.

for sea. The crew of this vessel had gone below for shelter; and so complete was the surprise, that they were secured under hatches, the cables cut, sail made, and the vessel brought safe out past all the forts, without the least alarm being given. We subsequently find him serving on shore with the army under Sir Charles Grey, at the reduction of Guadaloupe.

In Oct. 1794, the Avenger being then paid off at Portsmouth, Lieutenant Harper received an appointment to the Defence 74, Captain Thomas Wells, which ship formed part of the fleet under Vice-Admiral Hotham, and was one of the first that got into action, July 13, 1795 *. Her loss on that occasion was one killed and six wounded.

The Defence was afterwards stationed off Cadiz, where we find Lieutenant Harper engaged in all the various boat services that took place in the summer of 1797. He also bore a part at the glorious battle of the Nile, on which occasion the Defence was commanded by Captain John Peyton, and sustained a loss of 15 men killed and wounded. Previous to that ever memorable conflict, many of her crew had died of fever, occasioned by alternate exposure to the sun and dews, for several successive days and nights, while watering at Syracuse. Among those severely attacked, and whose recovery the medical men long despaired of, was Mr. Harper, then second lieutenant, who had volunteered to superintend the performance of that extremely fatiguing duty. It is worthy of remark, that the first lieutenant of the Defence was only five days senior to him in rank: the one was made commander immediately after the brilliant victory in Aboukir bay; but the other did not obtain promotion until nearly twelve years subsequent thereto.

In Jan. 1800, Lieutenant Harper removed to the Glory 98, Captain Thomas Wells, from which ship he was paid off, at Chatham, in April 1802. He afterwards served as flag-lieutenant to Rear-Admiral Barthomolew S. Rowley, who placed him in command of the Admiral Mitchell cutter, and

* See Vol. I. Part I. *note* at p. 254.

sent him to the coast of France, on a very confidential service, under the orders of Captain Wright *. Whilst in that vessel, he received the thanks of Rear-Admiral Robert Montagu for his gallant conduct in an action with the Boulogne flotilla.

Lieutenant Harper's next appointment was to be first of the Wasp sloop, Captain John Simpson, the remarkable escape of which vessel, from the Rochefort squadron, in Aug. 1805, has been recorded at p. 55 of Suppl. Part II. In Jan. 1806, being then senior lieutenant of the Star sloop, off Oporto, he boarded and captured, with two boats containing about 20 men, a Spanish lugger privateer, of 1 long 6-pounder, 6 swivels, and 45 men.

At the commencement of 1807, Lieutenant Harper joined the Excellent 74, Captain John West, under whom he served, on the Mediterranean station, upwards of three years.

After cruising for a considerable time off Cadiz, the Excellent was sent to co-operate with the Spanish patriots on the coast of Catalonia. Some of the events that occurred at Rosas, previous to the fall of that important post, are related by Captain West, in an official letter to Lord Collingwood, of which the following are extracts:—

"*H. M. S. Excellent, Rosas Bay, Nov.* 21, 1808.

"My Lord,—I have anxiously waited an opportunity to inform your lordship of the investment of Rosas by the enemy, with a force computed at 5000 or 6000 men.

"On the evening of the 6th instant, the enemy was first observed in motion, between Figueras and Castillern, and, on the following morning, was in complete possession of the heights that encompass this bay. On the same day, at noon, a small body of the enemy entered the town of Rosas, which, in an instant, was cleared of its inhabitants, who either fled to their boats or the citadel for protection; but a well-directed fire from the Excellent and Meteor, bomb, both within point-blank shot of the town, obliged the enemy precipitately to retire. On the first appearance of the enemy, Colonel O'Daly, governor of this fortress, made application to me for assistance, when I immediately reinforced his garrison with the marines of the Excellent, (with the exception of an officer and 25 men, who had been previously detached to fort Trinité) and an officer and 50 seamen. On the 7th, the enemy took possession of several houses and ruins

* See Captain JAMES WALLIS.

in the rear of the town as an advanced post, from which he has been repeatedly dislodged by the citadel, and the guns and shells of H. M. ships in the bay. On the 8th, at noon, observing a body of miquelets hard pressed by the enemy, I was induced to make a sortie from the citadel with the seamen and marines, and the officers commanding them; but the very superior force of the enemy, who endeavoured to surround us, obliged us to retire; not, however, till my officers and men had displayed a spirit and courage which gave me the most lively satisfaction. * * * *.

"Late on the evening of the 9th, I received from the governor the unpleasant advice, that a large breach was made in the rampart of the citadel, by a part of the bulwark falling down, sufficiently capacious to admit 25 men abreast. I proffered to the governor every assistance that the urgency of the moment required, and directed Captain Collins to immediately weigh and place the Meteor as near the shoal as possible, to flank the breach in the event of an attack. I sent at the same time two boats to enfilade the beach with carronades; but, fortunately, the lateness of the hour precluded the enemy gaining information of the event. The following morning I sent an officer and a party of seamen to assist in repairing the breach, directing the seamen and marines in the citadel to be employed in the same service. By every exertion the rampart was placed in a state of security for the night, the defence of which was entrusted to an officer and 40 seamen, whom I sent on shore for that purpose. On the 3d day I was happy to see the repair completed, and the work as defensible as it was previous to the disaster.

"On the morning of the 15th instant, at 8 o'clock, the enemy made a most resolute assault on Fort Trinité with about 200 men, and a reserve of 2000 to support them. They were bravely repulsed; but in a moment again advanced in greater force, when two of the outer gates were broke open. By a most galling and steady fire of musketry and hand-grenades from the fort, the enemy was a second time obliged to retire with great loss, leaving their leader, a chief of brigade, and many others, dead under its walls; the second in command was carried off desperately wounded. Expecting a third assault would be made, I threw in a reinforcement of 30 marines, with a captain and a subaltern, by means of a rope ladder, which was effected without loss, and with one man but slightly wounded, during an incessant fire of musketry.

"I cannot speak in terms of sufficient praise of the officers and men in their glorious defence of Fort Trinité, on which occasion 5 marines were wounded, and 1 Spaniard. * * * * *.

"No further attempt was made on this fort till the 20th instant, when the enemy opened a battery of 3 heavy guns, from a height commanding it; but as yet has made no impression on its walls. The Lucifer bomb had been throwing shells the two preceding days, to prevent the enemy making a lodgment on this height; but was compelled to retire after being struck three times by the battery. During the previous night, the enemy threw up an extensive entrenchment 300 yards from the citadel, and at day-

break opened a fire upon the ships in the bay from three large mortars, which obliged us to retire out of their reach: the bomb-vessels, from having a longer range of shells than the enemy, were enabled to throw them with effect.

"Fort Trinité, from its insulated situation and strength, I am of opinion, may stand a long siege; but I am not so sanguine with respect to the citadel, the garrison of which is very inadequate to its defence. * * * * * *

"I beg leave to express how highly satisfied I have been with the conduct of the officers and company of this ship, as likewise those of the Meteor and Lucifer bombs, commanded by Captains Collins and Hall, whose great exertions, during the arduous and most fatiguing service they have imperiously been called upon to perform, reflect the greatest credit upon them.

"I have the honor to be, &c.

(Signed) "JOHN WEST."

During these operations, the Excellent had 19 men wounded, one of whom died before she left the bay. The subsequent capitulation of the citadel of Rosas, and the evacuation of Fort Trinité, will be noticed in our memoir of Captain Frederick Marryatt, C. B.

On the 29th July, 1809, Captain West reported to the senior officer in the Adriatic, the capture of 6 heavy gun-boats belonging to the Italian marine, and 10 trabacolas laden with brandy, flour, rice, and wheat; lying under the guns of a castle, and protected by a pier lined with musketry. We shall here give an extract of his public letter:—

"An enemy's convoy was observed yesterday morning standing along the northern shore towards Trieste; and being of opinion, that by anchoring the Excellent as near that shore as her safety would admit, might enable me to cut off the enemy from his destined port, I immediately weighed and took up a position accordingly. This movement had the desired effect, obliging the enemy to take shelter in Douin, a port 4 leagues to the N. W. of Trieste. In the afternoon, a coaster was brought on board by the Excellent's boat, which informed me the enemy's convoy was composed of 6 gun-boats, and several vessels laden with grain.

"Conceiving it very practicable to capture or destroy them in their present situation, at 10 P.M. I detached H. M. sloops Acorn and Bustard, with all the boats of the Excellent, under the direction of Mr. John Harper, the first lieutenant, to perform this service. At midnight, a very heavy cannonade was seen in that direction, which in a short hour ceased, when I had the satisfaction of seeing a rocket go up, which announced to me a favorable issue to the enterprise. At noon this day, H. M. sloops and boats returned, having with them the whole of the enemy's convoy. Enclosed I have the honor to transmit you a letter from Captain Clephane, of H. M. sloop Acorn, the senior officer in the command of this expedition.

The very masterly and complete manner in which the service has been performed by Captains Clephane and Markland, and Lieutenant John Harper, excites my highest admiration; every officer, seaman, and marine, I am assured, individually distinguished himself.

"*Of the merits of Lieutenant John Harper, an officer of fifteen years standing, I cannot speak in terms of sufficient praise; his conduct on this, as on many former occasions, was that of a most experienced and enterprising officer.*"

ENCLOSURE.

"*H. M. S. Acorn, off Trieste, July* 29, 1809.

"Sir,—It is with the greatest satisfaction I have to inform you, that the service you did me the honor to put under my direction, has been completely executed by the boarding and bringing away, under a very heavy fire, all the gun-boats and merchant vessels which had taken shelter under the castle of Douin.

"Covered by the fire of H. M. sloops Acorn and Bustard, the detachment of boats, under the orders of Lieutenant John Harper, pushed on shore, and, in about half-an-hour, had complete possession of the enemy's vessels.

"I take the liberty to express my high sense of the conduct of Captain Markland, both by his leading into a place so little known, and by the well-directed fire he kept up.

"*It would be the highest presumption in me to attempt, by any praise of mine, to add to the merits of Lieutenant Harper, which are so well known to you; yet I conceive it a most indispensable, and likewise a most pleasant duty, to express my greatest admiration of the prompt, gallant, and determined manner in which he performed the above service, with so inferior a force;* and likewise of the judicious and soldier-like conduct of Captain Cummings, R. M., who by taking post on shore with a small party of his men, entirely prevented the enemy annoying our people, from the rugged precipices surrounding the port, while in the act of launching the vessels. Lieutenant Harper speaks highly of the great attention and good conduct of every officer and man under his orders. Permit me to add, how much pleased I am with the conduct of the officers and ship's company of the Acorn, it being the first time I have had the honor to carry them before an enemy.

"The loss the enemy sustained could not be ascertained, but it is conjectured they had from 20 to 30 killed and wounded. Our loss, though comparatively small, I much regret *.

"I have the honor to be, &c.

(Signed) "R. CLEPHANE."

"*To John West, Esq. Captain H. M. S. Excellent.*"

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* *Excellent*, 2 killed, 2 slightly wounded; *Bustard*, Mr. Kalty Robinson, master, severely, 1 seaman, mortally, and the pilot and 1 marine, slightly wounded.

Three of the gun-boats were armed with long 24-pounders, the remainder with long eighteens. They were commanded by officers lately sent from Boulogne, and each had a crew consisting of 15 sailors, 2 artillery men, and 3 riflemen. Five out of the six commandants were either killed, wounded, or drowned: their total loss amounted to more than 50.

"This enterprise" says Lord Collingwood, "was well devised, and gallantly executed. *The manner in which Captain Clephane speaks of the conduct and skill of Lieutenant Harper, is only a repetition of what he has ever been entitled to when he goes upon service. Every account of him that has come to me describes him as an admirable officer.*"

In Sept. 1809, Lieutenant Harper was sent with two boats to attack a large armed schooner, lying close to the beach near Brindisi. On approaching her, he discovered that she was aground, and in possession of the enemy's troops; notwithstanding which he continued to advance, and had the satisfaction to see the Frenchmen fly before him. The vessel was then boarded; but being close to some heavy batteries, and the whole coast alarmed, he found it impracticable to get her afloat, and consequently set her on fire.

Shortly after this, Lieutenant Harper received the thanks of the Admiralty for his gallant conduct at Douin, but he does not appear to have obtained any more substantial mark of their lordships' approbation until April 1810. His promotion to the rank of commander took place on the 17th of that month.

In Aug. 1812, Captain Harper was appointed to the Saracen, a fine 18-gun brig, which vessel he completely equipped with only his marines and a few worn-out sailors, retained for harbour duty. On the 23d of the ensuing month, he addressed the following letter to Sir Richard Bickerton, commander-in-chief at Portsmouth:—

"Sir,—Whilst proceeding *, in compliance with your order of the 21st instant, last evening, at sun-set, thick hazy weather, Beachy Head bearing N. by W. distant seven or eight miles, I observed in the S. S. E. two large luggers, in chase of and very near capturing three deep-laden English ves-

* To the Nore, for the purpose of getting manned.

sels. I instantly made sail for their protection, and, after a short but anxious chace, succeeded in capturing le Coureur French privateer, of 14 guns and 50 men, belonging to Calais, commanded by Mon. Joreun, who tried us on every point of sailing; but by the uncommon exertion of my officers, although manned with only the marines and a few harbour-duty men, we completely out-manœuvred, ran alongside of, and boarded him, without any loss on our part. The French captain and two of his crew were desperately wounded before he would surrender.

"I feel great pleasure in reporting the capture of this vessel, she being nearly new, and one of the fastest sailing privateers out of France, commanded by an able and enterprising man, who has been very successful in annoying our trade. The other lugger, la Honoria, of equal force, having got to a great distance whilst we were securing le Coureur, and night coming on, I am sorry it was not in my power to capture; but I completely drove her off the coast, and I have every reason to think the vessels they were in chase of escaped. They had sailed from Dieppe, only 8 hours before, in company with another, and had made no capture. The wind coming strong from the eastward, and not having men sufficient on board, after manning the prize, to guard the prisoners and navigate the Saracen, I have thought it prudent to return to Spithead with the lugger, which I hope will meet your approbation. I have the honor to be, &c.

(Signed) "J. HARPER."

The Saracen, when manned, was sent to the Mediterranean, and in Feb. 1813, Captain Harper received orders to escort the trade from Malta to the Archipelago: he was at the same time directed to remain on the Smyrna station, but soon afterwards permitted to proceed up the Adriatic, at his own particular request. During the remainder of the war with France, we find him very actively and successfully employed, chiefly under the orders of Rear-Admiral Freemantle, to whom he made the following report, June 18, 1813:—

"Sir,—Upon reconnoitring the coast and islands, on the station you did me the honor of appointing me to, the harbour in the island of Zupano appeared the only place where there were vessels of any burthen, and from information received, it was supposed that some of the last convoy, with grain for Ragusa, was still detained there.

"As it was only guarded by a captain's party of about 60 men, last night, it blowing and raining excessive hard, with thunder and lightning, I conceived it a most favorable opportunity of making an attack; at 9 P. M. I put off from the brig, with the boats, and at 11, landed with the small-arm men and marines, to the number of 40 men. After a very difficult march of nearly 3 miles, we surprised and took prisoners the corporal's guard in advance, without their being able to give the alarm. We then instantly pushed for the guard-house and commandant's quarters, which

were carried by the bayonet, and took prisoners, with their arms and ammunition, the captain commanding the islands of Zupano and Mezzo, 2 serjeants, 3 corporals, and 33 privates, belonging to the 4th light infantry regiment (the lieutenant and 15 privates escaping), which completely put the whole of the island in our possession, and I am happy to say without loss, and only a few slight bayonet wounds. The determined conduct of the seamen and marines, headed by Lieutenants Holmes and Hancock, made all their resistance ineffectual. On examining the harbour, there were no vessels found there bound to Ragusa; and I have every reason to think, no vessel, however small, has escaped from Stagno since I have been on this station, the boats of the Saracen being kept constantly on the look-out, at different stations, during the night. I am informed, that the lieutenant and his party made their escape in a boat, and went towards Ragusa. The island I have left in the quiet possession of the inhabitants, who appear much attached to the English. I have the honor to be, &c.

(Signed) "J. HARPER."

Zupano was one of three islands which the enemy had garrisoned for the protection of vessels conveying supplies from Stagno to Ragusa, and thence to Boco di Cattaro. Constantly expecting an attack, the soldiers composing the garrison were always under arms, by night, in the market-place, which was surrounded by a breast-work. When Captain Harper arrived in the square of the town, his men were completely drenched with rain; many of them had lost their shoes in the mud, and all their ammunition was unserviceable. The alarm had then been given, and the enemy were prepared to receive him. To retreat or hesitate would have been certain destruction. He instantly charged, and, after a doubtful struggle of 10 minutes, carried every thing before him.

The island was well cultivated, and produced great quantities of oil and wine. Captain Harper immediately hoisted British colours, disbanded and re-organized the national guard, dismissed the mayor from his office, and requested the Count Natali, a much respected nobleman, to assume that of civil governor,—arrangements which completely put down the French party, and gave universal satisfaction to the loyal inhabitants.

One of the other fortified islands was Mezzo, situated between Zupano and Ragusa, garrisoned by an officer and 59 regular troops, including artillery-men, and defended by a strong castle on the pinnacle of an almost inaccessible hill.

The French general at Ragusa, when informed that Zupano had been captured, immediately sent strict orders to the commandant of this island, "to be on his guard, or the captain of the English brig would take him also;" which prediction was soon verified, as will be seen by the following letter:

"*H. M. sloop Saracen, Harbour of Mezzo, July* 23, 1813.

"Sir,—Having received information, that the enemy at Ragusa had prepared 200 troops, and 2 long guns, as a reinforcement for the island of Mezzo, they knowing it to be of the greatest consequence in protecting their convoys, and annoying the British cruisers, I determined, with Captain Black, of the Weazle, on instantly besieging it, and, on the 15th instant, declared the island to be in a state of strict blockade. On the 16th, the Weazle's boats succeeded in surprising and taking prisoners two advance parties of the enemy. On the 17th, I landed with the marines of both brigs, and, at midnight, took possession of the town and convent, the latter a very strong place, the enemy retreating into a large castle, situated on a very high hill, and strongly fortified. On the 18th, in the morning, the enemy sent out a strong party to the town for provisions; I attacked them with the marines, drove them back, and took a corporal and three privates prisoners. The 12-pounder carronade was landed from the Saracen, and opened on the castle in the afternoon, apparently with good effect. I then determined to erect a battery on the top of a high rocky mountain, which commanded the castle, although it appeared almost impossible, from the difficulty of access. Captain Black, in the most handsome manner, volunteered to perform this service. On the 19th, we reconnoitred and marked out the battery, which was instantly begun. In the evening I sailed for Curzola, according to your orders. On my return, in the evening of the 21st, I found that Captain Black had, in the most able and persevering manner, got the battery ready with three small brass guns, and had been indefatigable in annoying the enemy. On the 22d, at day-light, the battery opened a well-directed fire on the castle, which was returned with shot and shells. The enemy finding himself hard pressed on all sides, his foraging parties being constantly attacked and driven back with loss, at 11, A. M., sent a flag of truce, offering to surrender, on the terms marked No. 1, which Captain Black and myself thought quite inadmissible; but knowing the enemy had bread for 12 or 14 days longer, and that a reinforcement of 100 troops, with supplies of every kind for them, had arrived at the island of Calamotta, only one mile distant, I sent back our terms, marked No. 2, allowing them 15 minutes to consider. On these terms they surrendered, and we took possession of the castle at 3 P. M. I feel happy in informing you, it has been acquired with the loss only of one marine, belonging to the Saracen, killed, and two of the Weazle's wounded. The exertions and fatigue of the crews of both brigs have been great; every officer and man performing the duty allotted to him with that

cheerfulness so characteristic of Englishmen when in the presence of their enemy.

"To Captain Black, of the Weazle, I owe much for his advice and cordial co-operation; his zeal and indefatigable exertions made all difficulties to appear trifles: his merits as an officer are well known to you. Lieutenant Holmes, senior of the Saracen, who had the command of the convent, was constantly on the alert with his piquets, and entirely prevented the enemy getting supplies from the town or villages; his conduct on this, as on former occasions, has been that of a most zealous and enterprising officer. Mr. Brien, gunner of the Weazle, who constructed and commanded the battery on the mountain, proved himself a brave and experienced man. I hope the terms I granted the enemy, and my conduct, will meet your approbation. The inhabitants are delighted to see the English. I have ordered every thing to remain the same until your pleasure is known. I have the honor to be, &c.

(Signed) "J. HARPER."

"*To Rear-Admiral Freemantle, &c. &c. &c.*"

ENCLOSURES.

No. 1.—*Terms demanded by the enemy.*

"The troops comprising the garrison of Mezzo to be permitted to go to Ragusa, taking with them their arms and ammunition, and not to be considered prisoners of war."—*Refused.*

No. 2.—*Terms offered by Captain Harper.*

"The officer commanding the castle of Mezzo shall be allowed his parole of honour, not to serve against Great Britain or her allies until regularly exchanged.

"The troops to march out of the castle with shouldered arms, and to ground them on the glacis; to be considered prisoners of war, to be landed near Ragusa, and not to serve against Great Britain or her allies until regularly exchanged.

"The officers to keep their swords.

"The castle, with all the ordnance, arms, ammunition, stores, &c. to be given up in the state it now is."—*All accepted.*

Return of Ordnance, &c. taken.

"Five long 9-pounders, one brass 5½-inch howitzer, 500 round shot, 30 shells, 8000 musket-ball cartridges, and four barrels of gunpowder."

The capture of Mezzo was a great annoyance to the French general at Ragusa, who immediately withdrew his troops from Calamotta, saying "nothing in the shape of an island was secure from the English brigs." On the other hand, Rear-Admiral Freemantle was so well pleased with the conduct of Captain Harper, that he gave him the entire direction of the blockade of Ragusa and Boco di Cattaro, with orders

to keep military possession of his last conquest; for which purpose the marines of the Saracen and Wizard (brig) were placed in the castle as a garrison, under the command of Lieutenant Holmes. A telegraph was also erected there, from whence the enemy's movements both by land and water could be plainly seen, and immediately made known. The destruction of the French batteries at the entrance of Boco di Cattaro is thus officially described by Captain Harper:—

"*H. M. sloop Saracen, Aug.* 18, 1813.

"Sir,—Having, on the 13th instant, well reconnoitred the harbour of Boco di Cattaro, I conceived it of great consequence destroying the batteries at the entrance, situated on two elevated and commanding points, as they protected the enemy's gun-vessels, &c. from being attacked by our boats. Having, on the 17th, joined H. M. sloop Wizard, which you did me the honor to put under my command, I determined to attempt their destruction next morning at day-light. At sun-set the Weazle joined with your despatches. Having light airs and calms during the night, she could not proceed to the S. E. faster than we did. Captain Black, knowing our situation respecting men (the senior lieutenant of the Saracen and the marines of both brigs being on shore at Mezzo, and the master of the Saracen and 10 men in a tender, blockading Stagno, and surveying the coast), most handsomely offered his marines and small-arm men, which I gladly accepted. This morning, at 3-30, the boats left the brigs, under the command of Captain Moresby, who volunteered his services, pulled into the Boco, landed under a heavy fire of round-shot and musketry, and in the most gallant manner stormed the batteries, the French gunners and troops flying in confusion. The enemy was so intimidated by the determined conduct of the boats, that, could the brigs, which were detained by a vexatious calm, have got into the harbour in time to cover the landing, as was intended, I do not know where our success would have terminated; but the alarm being given, and troops collecting in every direction, prudence would not allow me to attempt more than destroying the batteries we had already taken, and which had been constructed with great labour. The three guns, 18-pounders, in the left-hand battery were spiked, and, with shot and shells, thrown over the cliffs into deep water; the carriages and platforms burnt; the furnace for heating shot, the magazines, and other buildings destroyed; as was also the battery on the right hand, of larger dimensions than the other, but only just finished, and the guns not yet mounted. In the execution of this service, Lieutenant Hancock, of the Saracen, was attacked by a party of soldiers, and, in a cool manner, he allowed them to come very near, when his men opened a well-directed fire of musketry, and the enemy made a hasty retreat, apparently with loss. At 4 P. M. having completed the destruction of the batteries, we weighed and made sail out of the harbour. Although the brigs and boats were much exposed to the enemy's

shot and shells, two seamen of the Saracen only were wounded, and part of her rudder shot away is the only damage sustained. From Captain Black, of the Weazle, I received every assistance. To the conduct of Captain Moresby is to be attributed our success without loss: the order in which the boats advanced, his judgment in landing, and his determined manner of leading the men up to the batteries, so intimidated the enemy, that they did not wait for the charge, but hastily fired and fled. He speaks in the highest terms of Lieutenants Quin and Hancock, and every man employed under him. I have the honor to be, &c.

" (Signed) " J. HARPER."

" *To Rear-Admiral Freemantle, &c. &c. &c.*"

The Weazle and Wizard were now required for other service, and the Saracen alone was left to blockade the enemy's ports. Captain Harper, however, manned several small prizes as tenders, and, with them and his boats, he managed to keep the whole coast in a constant state of alarm; often landing at various places to the westward of Ragusa during the night, and returning to his anchorage between that town and Cattaro before day-break. On these occasions, he generally withdrew his marines from Mezzo after dark, leaving only a lame man in the castle, who was ordered always to fire the morning and evening gun, to make plenty of smoke in the cooking-room, and to keep the telegraph constantly at work. This so completely deceived the enemy, 100 of whom were encamped directly opposite, looking out for an opportunity to attack the island, that they never had the least suspicion of the defenceless state of the castle, the man left in charge of which was ever afterwards facetiously styled " his excellency the governor."

One night in Sept. 1813, Captain Harper received information that 50 oxen were about to leave Ragusa under a very weak escort, the French general thinking they would go perfectly safe, as the Saracen, when last seen at the close of the day, was lying about 4 leagues to the westward. At daylight, Captain Harper landed three miles to the eastward, with the master, boatswain, and 20 men (all he had on board), gained the military road, and intercepted the convoy, taking prisoner the commissary in charge of the cattle, on whom was found a letter from the commandant at Ragusa to Baron Gauthier, at Cattaro, informing him that these were the last

he could possibly send, "for the captain of the English brig rendered it impossible to forward supplies by sea, and very difficult to do so by land." The guard and drivers ran away; the oxen were all embarked in fishing boats, and brought safe alongside the Saracen.

On the 12th Oct. 1813, Captain Hoste arrived off Ragusa, in the Bacchante frigate, and was there joined by the Saracen and three Sicilian gun-boats, with 50 soldiers on board, sent by the governor of Lissa to co-operate with Captain Harper. On the 13th, in the morning, the passage between Castel Nuova and the fort of Rosa was forced; and, after some firing, a capital anchorage secured for the squadron, about 3 miles above the former. In the evening, Captain Hoste detached several boats and two gun-vessels, "under the orders of Captain Harper, who very handsomely volunteered his services, to capture the enemy's armed naval force, said to be lying between Isle St. George and the town of Cattaro. Captain Harper completely succeeded: the enemy deserted their boats on his approach, and, having manned them, he most gallantly attacked and carried the island, the commandant and his garrison surrendering at discretion." The following is Captain Harper's report of this affair:

"*Saracen, off Castel Nuova, Boco di Cattaro, Oct.* 14, 1813.

"At 10 P. M., I left the Saracen with the two gun-boats, the launch and barge of the Bacchante, and the boats of the sloop under my command, and pulled towards Cattaro. On going through the passage of Cadoriee, the enemy in the island of St. George opened a heavy fire on us. We fortunately escaped without damage. At midnight, within 4 miles of Cattaro, I found the enemy's four gun-boats in a state of revolt. I instantly took possession of them. The appearance of the English at this moment had the happiest effect. I landed at the different places, and summoned the principal inhabitants, who immediately, at my request, armed *en masse* against the French. As there was not a moment to be lost in carrying into execution your further orders respecting the island of St. George, I hoisted the English and Austrian flags in the captured gun-boats, manned them with part English and the remainder inhabitants, volunteers, and proceeded down to the attack of that place. At day-light, I landed at the town of Persate, and found the inhabitants had taken possession of a small castle of 3 guns. Seeing these might be employed with advantage against the fortifications of St. George, and the inhabitants putting themselves under my orders, I hoisted the British and Imperial colours, and assumed the command. I then ordered Lieutenant Gostling to bring up the gun-boats to the attack, which

he did in the most handsome manner. At 6 A. M., a heavy and well-directed fire was opened at the island, and returned from it. In 15 minutes, the enemy was driven from his guns, when he displayed a flag of truce and offered to capitulate. I insisted on the garrison surrendering at discretion, the whole to be prisoners, and allowed them 5 minutes only before I commenced firing again; to which they submitted, when I took possession of the island, and hoisted English colours. I am happy to say, this strong place has been reduced without any loss on our side.

"It is with the greatest pleasure I have to report the good conduct of every officer and man employed; and if I had been obliged to storm the island, as I intended, I feel confident the result would have been complete success.

"Lieutenant Francis Gostling, of the Bacchante, to whom I gave the command of the gun-boats, brought them up to the attack under a heavy fire from the enemy, in the most cool and determined manner. I have landed the marines, and given him the command of the island until your pleasure is known. It is not in my power to describe the joy and enthusiasm of the inhabitants at seeing the English flag flying. In two hours I had the whole population under my command, and ready to execute any thing I might order. The prize gun-boats I have ordered to blockade the town and castle of Cattaro by sea, and the armed inhabitants by land, which they are doing in the strictest manner.

(Signed) "J. HARPER."

"*To Captain Wm. Hoste, H. M. S. Bacchante.*"

The gun-boats taken on this occasion had each a long 24-pounder mounted in the bow: two of them also carried a 12-pounder carronade in the stern: their joint crews amounted to 136 men, of whom 24 were soldiers. The following is an abstract of the prisoners and ordnance stores taken at the island of St. George:—

1 Captain-commandant, 1 captain of engineers, 2 lieutenants, 9 gunners, 2 serjeants, 4 corporals, 120 privates, 1 brass 24-pounder, 4 brass 18-pounders, 1 iron 18-pounder, 3 guns of smaller calibre, 1 brass 6½-inch mortar, a furnace for heating shot, a large quantity of shot and shells, 66 barrels of gunpowder, 8 cases of musket-balls, 3 ditto of hand grenades, and 1 case of live shells. In the gun-boats were found 4 brass 24-pounders, intended to be mounted on the fortifications at Cattaro.

"The capture of Isle St. George was represented by Captain Hoste as a point of the utmost importance to his future operations: it commands and fronts the narrow channel to the branch of the river that leads up to Cattaro; and, fortified as it is," says he, "it would have been with difficulty, if at all, the ships of war could have passed it."

On the 16th Oct. 1813, Captain Hoste reported to Rear-Admiral Freemantle the surrender by capitulation of Castel

Nuova and Fort Espagnol, mounting 6 brass guns, 19 iron ditto, and 7 swivels, and garrisoned by 299 officers and men. He also informed him, that General Gauthier, with about 600 men, had retired into Fort St. John, a very strong place about 15 miles up the river, and the only one in the Boco di Cattaro, then possessed by the enemy. "*I cannot mention in too warm terms,*" he added, "*the conduct of Captain Harper; he is ever ready, and most indefatigable: the capture of Isle St. George does him, the officers, and men, the greatest credit.*"

Captain Harper now received directions to blockade Fort St. John; but owing to a foul wind, with heavy flaws off the land, and the current setting constantly against him, he found it quite impossible either to beat or warp the Saracen up the river. A hawser was, therefore, made fast to her fore-mast-head, the inhabitants were called upon to man it, and, to the astonishment of every body, the brig was thus tracked 3 miles along a rugged and rocky shore. On the morning of the 20th she anchored near Cattaro, and preparations were immediately made for erecting a battery on the opposite heights of Theodore, although they could not even be climbed without difficulty, and that only in a zigzag manner. After closely reconnoitring the city, in company with Captain Harper, the senior officer took his departure for a time, leaving the Saracen to trust to her own resources.

Whilst Captain Harper was proceeding to besiege Cattaro, his tenders were employed protecting Mezzo, watching Ragusa, and looking out for a favorable opportunity to attack Stagno, through which town all the supplies for the blockaded garrisons were necessarily forwarded. On the 23d Oct. his first lieutenant addressed to him the following letter:—

"Sir,—I have the honor of informing you, that I proceeded on the 19th instant, with a detachment of 300 Croats, against Stagno. We arrived at Broche at 4 P. M., and succeeded in taking the advance guard of 30 men. I then marched on for Stagno, occupying both sides of the canal, and summoned the castle to surrender. The enemy refusing all communication, I closely blockaded the town, keeping up a constant fire of musketry: they also opened a heavy fire from 11 pieces of cannon and 1 howitzer. At 8 P. M., I proceeded with 100 men against Little Stagno, and took possession of it, the garrison, 60 in number, with 2 captains,

making no resistance. On the 20th, I took possession of the heights commanding the castle, and, by the great exertions of the officers and soldiers, got a 4-pounder mounted at the back of the town. At 1 P. M. we opened a well-directed fire from it, and musketry in all positions. The enemy kept up a heavy fire of shot and shells. On the 21st, finding we made but little impression on the castle, and not being provided with ladders for scaling the two high walls surrounding the town, I employed Mr. Charles Gamage, with a party of men, to undermine them, and at daybreak on the 22nd, he had succeeded in making a breach in the outer one, which we entered with 100 men. It taking time to make a breach in the inner wall, I was not able to enter the town till 3 P. M., when we took possession of it without resistance, the troops all retiring to the castle. I immediately pushed for it with all the force I could collect, not exceeding 100 men; and the enemy, finding us determined to storm, proposed terms of capitulation, which, with some little alteration, I agreed to, as nearly the whole of my ammunition was expended. At 6 P. M. they marched out, and I took possession. The castle is defended by a moat, and has three strong gates: its garrison consisted of 1 captain, 2 lieutenants, 4 gunners, 8 gens d'armes, and 40 soldiers, under the command of Mons. Bellair. I have the honor to be, &c.

(Signed) "WILLIAM HOLMES*."

When General Baron Gauthier was informed, that Captain Harper intended to get a heavy gun up Mount Theodore, he laughed at the idea, and sent an officer to say, he believed him to be an active fellow, but he would give him *six months at least* to accomplish his object: the arduous undertaking was commenced on the 29th Nov., and, after *three weeks* of great exertion, fatigue, and privation, an 18-pounder was safely lodged on the summit, so determined were the Saracen's crew to shew the enemy what English sailors could perform. During the whole of that period the rain fell in torrents, and it frequently happened that the gun was lower down the mountain at the setting of the sun than it had been at its rising, sometimes occasioned by the rock giving way that the end of the cable used as a jack-stay was fastened to, and at others by the breaking of the purchase falls, block-straps, &c. A road was subsequently made for nearly a mile, along a narrow ridge of pinnacled rocks, by breaking them with mauls and hammers; a work not only difficult, but ex-

* Lieutenant Holmes obtained the rank of commander, Aug. 19, 1815; and perished in the Arab sloop. on the N. W. coast of Ireland, Dec. 12, 1823.

tremely dangerous, as one false step would have precipitated the person making it into eternity, the side of the mountain being perpendicular, and 1000 yards in height. On the 23d Dec. the gun was mounted with three cheers, and, as Captain Hoste expresses himself, "*to the astonishment of friends and foes.*"

Meanwhile, the Bacchante had returned to the Boco di Cattaro, and her officers and men were employed in getting other pieces of ordnance mounted. At day-light on the morning of Christmas-day, a fire was opened from four different points; and on the 1st Jan. 1814, two additional batteries of 18 and 32-pounders, began to play against the castle. On the 3d, every thing was arranged for a general assault, and Captain Harper had already taken the command of a storming party, when Baron Gauthier sent out, expressing his wish to capitulate. The terms granted to the enemy were, to lay down their arms on the marina, to be conveyed to some port in Italy, to be considered prisoners of war, and not to serve against Great Britain or her allies till regularly exchanged.

The capitulation for the surrender of Fort St. John, was signed Jan. 5th, 1814, on which occasion Captain Hoste magnanimously said to his indefatigable second, "Come, Harper, *you* were the first to conceive the expedition; let the Saracen take possession of Cattaro" *. In his official letter of that date, addressed to Rear-Admiral Freemantle, he says, "we have received no assistance but from a few Montenegrins. * * * The zeal and activity of Captain Harper are well known to you, and I assure you, Sir, in no instance have they been more conspicuous than on the present occasion—*He is a most invaluable officer.*"

Captain Harper took possession of Cattaro, and retained the command there until arrangements were made for attacking Ragusa, the fall of which place, Jan. 28, 1814, made the allies masters of every strong hold in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in the Adriatic. The official account of that conquest is given at p. 480 *et seq.* of Vol. II. Part I. Rear-Admiral Freemantle's despatches

* *United Service Journal*, No. I. p. 8.

state, that Cattaro and Ragusa, together, contained 268 guns, and were garrisoned by 1400 officers and men. Baron Gauthier and his staff were conveyed to Ancona by the Saracen.

We next find Captain Harper serving under the orders of Sir John Gore, and employed in the blockade of Venice; until its surrender*. On the 14th May, 1814, he entered that harbour, sailed up the canal nearly 12 miles, and anchored in the middle of the city, near St. Mark's palace, agreeably to an invitation from the Austrian general. Three days afterwards he was visited on board the Saracen by Prince Reuss, who said he had come "to wait upon the representative of the British nation," and expressed himself highly pleased with his reception and treatment.

All active service in the Adriatic being now at an end, Captain Harper received directions to proceed to North America; on which occasion, not having an opportunity of taking personal leave of his old friends near Ragusa, he wrote the following letter to the Count Natoli, who still held the government of Zupano:—

"Dear Count,—The orders of my government call me from this country to the post of honor. I am going to America as fast as possible; I must for a time take my leave of you and your brave countrymen, the Ragusians, and beg you to assure them, I have constantly done every thing in my power to promote their interest and welfare; and still hope, as a reward for their attachment to the British nation, they will have their most sanguine wishes and expectations realized. It is not in my power to particularize any one, when all have shewn the same loyalty and patriotism; but you, my dear Count, as being the first man who assisted the English, and declared against the common enemy, at the imminent risk of your life and property, I shall never forget, and hope I shall have it in my power to convince you the English nation is as grateful as it is powerful. Adieu, wishing you every happiness this world affords,

I always shall be, your sincere friend,

(Signed) "JOHN HARPER."

In addition to the services already enumerated, Captain Harper captured, whilst in the Adriatic, numerous small vessels laden with arms, ammunition, ordnance stores, clothing, provisions, &c. Including deserters, and the garrisons of Zupano, Mezzo, Isle St. George, and Stagno, he deprived the French army of nearly 1,000 regular troops. Previous to his

* See Suppl. Part II. p. 483.

departure from that station, the Emperor of Austria sent him the order of Leopold, accompanied with a very flattering letter, stating that it was conferred upon him for his highly distinguished conduct at Cattaro and Ragusa. His promotion to post rank, of which he received official notice on the Saracen's arrival at Gibraltar, took place June 7, 1814.

Captain Harper returned home from America, Oct. 26, 1814; obtained the command of the Tyne 24, on the 12th of the following month; sailed for the East Indies, with despatches, ten days after his appointment to that ship; and was removed to the Wellesley, a new teak-built 74, at Bombay, June 19, 1815. The insignia of a C. B. appears to have been conferred upon him about Sept. in the latter year.

The Wellesley was loaded with the frame timber of an 80-gun ship and two brigs, and had already reached Ceylon, on her way to Europe, when intelligence arrived in India, that Napoleon Buonaparte had left Elba and usurped the government of France. Her cargo was, thereupon, landed at Trincomalee, and her armament and crew were completed; but she had not long been converted into an effective line-of-battle ship before Captain Harper was unwarrantably removed to the Doris frigate, and charged with despatches for England*.

Captain Harper's last appointment was, Feb. 12, 1816, to the Wye 26, in which ship he served for a period of three years, on the Halifax station.

This officer married, in Oct. 1805, and has a large family. His eldest son, John Horatio Harper, was educated at the Royal Naval College, and, we believe, perished in the Arab. His younger brother obtained the rank of lieutenant, R. N. at an early age, and was drowned in la Lutine frigate, Oct. 9, 1799.

Agents.—Messrs. Cooke, Halford, and Son.

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* Vol. II. Part II. small type at p. 881.

SAMUEL BARTLETT DEECKER, Esq.

Obtained the rank of lieutenant May 24, 1805, and was badly wounded whilst serving as first of the Carnation brig, Captain Charles Mars Gregory, in a most disastrous action with la Palineur, a French vessel of inferior force, about 60 leagues N.E. of Martinique, Oct. 3, 1808.

"At the end of an hour and a half's cannonade," says Mr. James, "la Palineur, being greatly disabled in her rigging, fell on board the Carnation. In common cases this would have been the moment for the British vessel to terminate the contest in her favor; but the Carnation was not so fortunate: her gallant commander was dead, and all her principal officers and several of her crew had been either killed or badly wounded; so that the boatswain, William Triplet, was now the commanding officer on deck. Finding that the British were not, as usual, ready to run on board their vessel, the French took confidence, and became themselves the assailants. The boatswain advanced boldly to repulse the boarders; but, of the 40 or 50 men then on deck, not more than 8 or 10 came to his support. The remainder, headed by the serjeant of marines, John Chapman, deserted their quarters and fled below. The consequence was, that the Carnation became a prize to la Palineur, and that too by boarding!"

The Carnation mounted sixteen 32-pounder carronades, and two long sixes, with an established complement of 120 officers, men, and boys. Of 117 persons on board at the commencement of the action, she had 10, including her commander and purser, killed; and 30, among whom were both lieutenants and the master, wounded—15 or 16 of them mortally. La Palineur had only fourteen 24-pounder carronades, 2 long guns *, and about 100 men; her loss has never been ascertained. The French captain died, of yellow fever, in less than an hour after his victory.

The master of the Carnation died on board the Neptune 98, Nov. 6, 1808. The surviving officers were tried by a court-

* Suppl. Part I. p. 470.

martial, in Fort Royal bay, Martinique, Feb. 28, 1809, when the whole of them, and a few of her crew, obtained an *honorable acquittal.* In justice to the memory of the departed officers, the following declaration was made by the court:—

"That the conduct of Captain Gregory, from the commencement of the action to the period of his being killed, was most exemplary; and, that Mr. Anthony Metherell (master), Mr. Morgan Thomas (purser), Mr. Thomas Griffiths (carpenter), and all those of her crew who were killed during the battle, did perform their respective duties as became them."

Of the remainder of the brig's company then present to take their trial, 32 seamen and marines were found guilty of gross cowardice, and sentenced to 14 years' transportation, except the serjeant of marines, who was condemned to death, and, on the following day, executed.

We next find Lieutenant Deecker serving as first of La Junon frigate, Captain John Shortland, in which ship he was also wounded and taken prisoner, Dec. 13, 1809*. His conduct on that occasion was very highly eulogised by the court-martial, afterwards assembled at Guadaloupe to inquire into the circumstances attending her capture; and, in order to mark the high sense they entertained of his bravery, perseverance, and skill, his judges most strongly recommended him for promotion; in consequence of which he was deservedly advanced to the rank of commander, by Lord Mulgrave, April 17, 1810. On the 16th Mar. 1811, a pension

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* La Junon was captured after a long and very gallant defence, to the N. E. of Guadaloupe, by a French squadron, under Mons. Roquebert, consisting of the 40-gun frigates Renommée, Clorinde, Loire, and Seine, the two former fully armed and manned, the latter *armée en flûte*, mounting 20 guns each, and having on board 400 troops in addition to their crews. The British ship had only 224 officers, men, and boys, of whom 44 were Portuguese and Spaniards.

In this action, as glorious to the British name as the Carnation's was disgraceful, la Junon had 60 officers and men killed and wounded; and her hull was so dreadfully shattered, that the enemy were compelled to burn her the morning after she became their prize.

Among the mortally wounded was the heroic Captain Shortland, of whose services a memoir will be found in the *Nav. Chron.* vol. 24, pp. 1—21.

was granted to him for his wounds, the present amount of which is 250*l.* per annum.

Captain Deecker subsequently commanded the Vestal 28, *armée en flûte*, in which ship he was serving when posted, June 7, 1814. He married, in 1818, the eldest daughter of J. Davies, of Weymouth, Esq.

Agents.—Messrs. Cooke, Halford, and Son.

WESTON PHIPPS, Esq.

Was made lieutenant, Aug. 4, 1806; commander, April 30, 1810; and post-captain, June 7, 1814.

AUGUSTUS VERE DRURY, Esq.

Obtained the rank of lieutenant, Sept. 23, 1799. We first find him commanding the Sylvia cutter, mounting ten 18-pounder carronades, with a complement of 50 officers, men, and boys; in which vessel he sailed for the Cape of Good Hope and East Indies, April 8, 1809.

On the 6th April, 1810, being then in the Straits of Sunda, Lieutenant Drury drove on shore and destroyed a piratical proa, of one gun and 30 men. The next day, one of his boats, manned with volunteers, captured another of these marauders, armed with two 6-pounders, and having on board 30 Malays, of whom several were killed and wounded. On the 11th of the same month, the Sylvia sunk a lugger, of three 18-pounders and 72 men, near the Isle of Cracatoa. The subsequent capture of a Dutch armed brig and two transports is thus officially described by Lieutenant Drury:

"On the 26th instant (April), at break of day, three armed brigs with two lug-sail vessels were discerned under sail in the vicinity of Edam island, hastening towards Batavia. Measures were instantly taken to intercept the sternmost vessels, by bringing to close action the Dutch national brig Echo, of eight 6-pounders and 46 men, commanded by Lieutenant Christian Thaarup, who surrendered to his Majesty's cutter after a sharp contest of 20 minutes, having 3 killed and 7 wounded; ourselves sustaining a loss of 4 men slain and 3 wounded.

"The instant that a separation between the Sylvia and her prize could be effected, pursuit was given to the headmost brigs, which, aided by a favourable breeze, and intervening shoals, effected their escape to the batteries of Onrust, leaving H. M. cutter to take possession of two transports, mounting two 9-pounders, and manned by 60 men each; out twelve days from Sourabaya, laden with artillery, equipage, and valuable European goods.

"Sub-lieutenant Chesnaye's conduct in this affair, and throughout the whole cruise, has been highly meritorious, I therefore beg leave to recommend him as a brave young officer.

"The inferior officers and seamen evinced the greatest desire of bringing the whole of the enemy's force to action, although much weakened by a deficiency of 12 men, rendered incapable by wounds received on a recent occasion with some desperate pirates*."

This officer's commission as commander bears date May 2, 1810. He was appointed to the Dover troop-ship, June 17, 1812; and advanced to post rank, June 7, 1814.

Agents.—Messrs. Stilwell.

THOMAS BARCLAY, Esq.

Was made lieutenant, Sept. 15, 1805; advanced to the rank of commander, May 5, 1810; and appointed to the Success troop-ship, Aug. 18, 1812. His post commission bears date June 7, 1814.

Agents.—Messrs. Chard.

GEORGE WICKENS WILLES, Esq.

Knight of the Royal Neapolitan Order of St. Ferdinand and Merit.

This officer was a lieutenant of the Active frigate, Captain Richard Hussey Moubray, at the destruction of a Turkish squadron, anchored within the Dardanelles, Feb. 19, 1807†. We subsequently find him serving as first of the Spartan,

* The Sylvia had also one man mortally wounded in action with the Malay lugger proa.

† See Vol. I. Part II. note ‡ at p. 808.

Captain Jahleel Brenton, in which ship he continued, on the Mediterranean station, until his promotion to the rank of commander.

In April, 1809, Lieutenant Willes performed a service of some importance in the Adriatic, as will be seen by the following official statement:—

"*Spartan, Trieste, April* 27, 1809.

"Being, with the Amphion and Mercury, off the town of Pesaro, on the 23d instant, I observed a number of vessels lying in the mole, and thought it practicable to take possession of them; for which purpose the ships were anchored with springs upon their cables, within half a mile of the town, and the boats formed into two divisions; the first consisting of launches with carronades, and other boats carrying field-pieces, under the orders of Lieutenant Phillott, first of the Amphion, took a station to the northward of the town; and the second division, consisting of rocket-boats, under Lieutenant Baumgardt, of the Spartan, to the southward; both divisions commanded by Lieutenant Willes, first of the Spartan. As soon as these arrangements were made, I sent a flag of truce on shore, to demand the surrender of all the vessels, adding, that should any resistance be made, the governor must be answerable for the consequences. I gave him half an hour to deliberate.

"At half-past 11, A. M. the officer returned with a message from the commandant, stating, that in half an hour I should receive his answer.

"I waited 35 minutes from the time the boat came alongside, when, observing no flag of truce flying on shore, but that troops were assembling in considerable numbers in the streets, and on the quays, and that the inhabitants were busily employed in dismantling the vessels, I hauled down the flag of truce, fired one shot over the town to give warning to the women and children, and shortly after made a signal to commence firing, which was instantly obeyed by the ships and boats. At 32 minutes after 12, observing several flags of truce hung out in the town, I made the signal to cease firing, and Lieutenant Willes pulled into the harbour, where he was informed, that the commandant had made his escape, with all the military.

"I considered the place as surrendered at discretion, and gave orders for all the boats to be employed in bringing out the vessels, and the marines to be landed to protect them. Lieutenant Willes made the most judicious arrangements to put these orders into execution: the marines were drawn up on the marina, under Lieutenant Moore, R. M. of the Amphion; the launches stationed in such a manner as to enfilade the principal streets, and the other boats' crews employed in rigging the vessels, and laying out warps to haul them off with, as soon as the tide should flow.

"About 2 P. M. I received a letter from the commandant, dated half-past one, demanding another hour for deliberation; I refused him a mo-

ment, and told him, in case of resistance, I should destroy the town. By half-past six, 13 vessels deeply laden* were brought off; several others had been scuttled by the inhabitants, and sunk; some were still aground and dismantled; there were besides a few in ballast, and a number of fishing boats. I should have burnt the merchant vessels, but was apprehensive of setting fire to the town, and destroying the fishing-boats; I therefore directed Lieutenant Willes to blow up the castle at the entrance of the harbour, and bring off his people, which he did at 7 o'clock.

"I am happy to say we did not hear of any lives being lo, in the town, although many of the houses were much damaged; one man only was killed by the explosion of the castle; after the match had been lighted, and our people retreated, he approached it; a musket was fired to drive him away, but he sought refuge behind the walls, and was buried in the ruins."

"As the enemy made no active resistance, I can only express my admiration of the zeal and promptitude with which Captain Hoste and the Hon. Henry Duncan executed the orders they received, and the manner in which they placed their ships. Lieutenant Willes upon this, as upon every other occasion, displayed the greatest energy, skill, and judgment; the arrangements he made for the defence of his party, whilst in the harbour, and the expedition he used in sending out the prizes, do him the highest credit. The conduct of Lieutenants Phillott and Baumgardt, in the command of their respective divisions, and Lieutenant Moore, in that of the marines, was also exemplary.

(Signed) "J. BRENTON."

On the 2d May, 1809, the Spartan and Mercury chased two vessels into the port of Cesenatico, the entrance of which is very narrow, and was defended by a battery of 2 long 24-pounders, and a castle. Observing that several other vessels were lying there, Captain Brenton determined to attack them; the result is thus stated by him, in a letter to Lord Collingwood, dated off Rovigno:—

"This coast is so shoal, that we had only 4 fathoms considerably out of gun-shot of the town; I was therefore under the necessity of sending the boats a-head, and on each bow, to lead us in, with directions to make a signal when in 3 fathoms. We were by this means enabled to anchor, at noon, in a-quarter-three, within range of grape of the battery, and very soon silenced it, when the boats, under the command of Lieutenant Willes, pushed in, and took possession of it, turning the guns upon the castle and town, which were soon after deserted. We captured in the port 12 vessels, some laden with corn for Venice, and the others in ballast. We filled the

* With oil, fruit, hides, hemp, &c.

latter with hemp and iron, out of the magazines for those articles that were on the quay, and in which the sails and rudders of some of the vessels were concealed. Another large vessel laden with iron, which lay scuttled at the entrance of the harbour, we burnt, and after blowing up the castle and magazine, destroying the battery, and spiking the guns, the boats came off, I am happy to say, without the loss of a man, or any person being wounded, although much exposed to the fire of the battery, as well as musketry; nor was any damage done to the ships.

"The Mercury, from Captain Duncan's anxiety to place her as near the town as possible, took the ground, but in so favorable a position as gave the fullest effect to her fire. She was hove off by 6 P. M. without having sustained any injury. I never witnessed more zeal and energy than was evinced by Captain Duncan upon this occasion.

"Lieutenant Willes displayed great gallantry in taking possession of the battery, the moment the ships had ceased firing; his exertions in bringing out the vessels were very great. Much credit is also due to the officers and men of both ships for their activity."

Eight days subsequent to this affair, the Spartan, in concert with some Austrian troops, compelled the French garrison of Lusin, an island on the coast of Croatia, to surrender at discretion. The conduct of Lieutenant Willes on this occasion was likewise particularly noticed by Captain Brenton.

In Oct. following, Lieutenant Willes assisted at the reduction of Zante, Cephalonia, and Cerigo; the latter island defended by three forts, one of which (St. Joaquim), mounting 2 long nines and 2 Venetian 8-pounders, "was completely silenced by the gallant manner in which he attacked it in a prize-schooner under his orders, with a party of the 35th regiment on board."

The Spartan's glorious conflict with an enemy's squadron in the bay of Naples, May 3, 1810, has been recorded at p. 268, *et seq.* of Vol. II. Part I. The following is an extract of the official letter written by her captain on that occasion.

"I was myself wounded about the middle of the action, which lasted two hours; but my place was most ably supplied by Mr. Willes, first lieutenant, whose merit becomes more brilliant by every opportunity he has of shewing it; he is without exception one of the best and most gallant officers I ever met with."

The subject of this memoir was made commander June 2, 1810, and soon afterwards appointed to the Leveret brig, on the North Sea station, where he captured the following privateers:—

A Danish cutter, of 6 guns and 20 men, taken by boats, June 28, 1811; le Prospere, French lugger, of 3 guns and 39 men, Sept. 22, 1811; le Dunkerquois, cutter, of 14 guns and 36 men, Nov. 10, 1811; and le Brave, lugger, of 4 guns and 22 men, Aug. 4, 1812.

On the 26th June, in the latter year, Captain Willes obtained permission to accept and wear the insignia of a Knight of the third class of the above Neapolitan Order, which the King of the Two Sicilies had been pleased to confer upon him, for his "great courage and intrepidity," as first lieutenant of the Spartan. He was removed from the Leveret to the Bacchus brig, Dec. 6, 1813; advanced to post rank, June 7, 1814; and appointed to the Cherub 26, fitting for the coast of Africa, Oct. 3, 1817. His subsequent appointments were, Dec. 15, 1818, to the Cherub, 26; and, Jan. 17, 1823, to the Brazen of similar force; in which latter ship we find him successively employed on the South American and African stations. He returned to Portsmouth from Sierra Leone, Dec. 4, 1826.

Captain Willes married Anne Ellen, second daughter of Sir Edmund Lacon, Bart. His brother, Lieutenant Cornelius Willes, R. N. died at Gosport, Hants, July 10, 1810, aged 22 years.

Agents.—Messrs. Stilwell.

HAYES O'GRADY, Esq.

Was made lieutenant, Mar. 21, 1807; promoted to the command of the Sappho brig, June 15, 1810; and advanced to post-rank, while serving in that vessel, on the Jamaica station, June 7, 1814.

GEORGE WILLIAM HENRY KNIGHT, Esq.

Is the eldest son of Admiral Sir John Knight, K. C. B. by his *first* wife, who died in Nov. 1798 *.

This officer entered the navy at an early age, and served for

* Sir John Knight married, *secondly*, in 1799, a widow lady, the daughter of Colonel Peter Fry (mis-spelt *Foy* in our first volume), by whom he has no issue.

some time under the command of his father, with whom he sailed for the Mediterranean, May 22, 1793, as midshipman on board Lord Hood's flag-ship, the Victory of 100 guns. He was conseequntly present at the occupation and evacuation of Toulon; likewise at the reduction of St. Fiorenzo, Bastia, and Calvi, in 1794*.

On the 13th July, 1795, Mr. Knight witnessed the capture and destruction of l'Alcide French 74 †. In Dec. following, he was removed to the Princess Royal 98, bearing the flag of Vice-Admiral Robert Linzee, which ship returned home in Sept. 1796. He then joined the Montagu 74, commanded by his father, on the North Sea station.

The Montagu formed part of Admiral Duncan's fleet at the battle of Camperdown, on which memorable occasion Mr. Knight appears to have received a severe contusion. She was subsequently employed off Cadiz, under Lords St. Vincent and Keith.

On the 5th Mar. 1799, Mr. Knight was appointed a lieutenant of the Montagu; and we soon afterwards find him conducting a prize to Gibraltar, where he volunteered his services in a gun-boat, sent with three others to repel an attack made by 17 of the Algeziras flotilla upon a valuable fleet of merchantmen. After a severe action of nearly two hours, his boat was carried by boarding, and one of her companions sunk; but he had the satisfaction to see all the convoy, except 3 sail, escape. When exchanged, he was tried by a court-martial, honorably acquitted, and highly complimented on his gallantry and perseverance in maintaining so unequal a conflict.

The Montagu subsequently followed the enemies' combined fleets up the Mediterranean, and from thence to Brest, off which port Captain Knight remained for some time in command of the inshore squadron.

On the 12th April, 1800, the Montagu brought 7 French frigates to action in Bertheaume bay; but from their being

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* See Vol. I. pp. 46, 60, 251, &c. &c.

† See *id.* pp. 159 and 254.

protected by numerous batteries, was unable to capture either. "A very meritorious piece of service performed by the boats of that ship, and of the Magnificent 74," is thus detailed by Captain Knight, in a letter to Earl St. Vincent:—

"*Montagu, Oct.* 13, 1800.

"On returning westward yesterday, before l'Orient, I saw, at noon, a small convoy of brigs, sloops, &c. taking refuge in Port Danenne, which I approached, and prepared the armed boats of the two ships to attack. While placing the Montagu to cover them, I despatched her boats, under the direction of Lieutenants Bissell and Knight, who were followed and ably supported by those of the Magnificent, in which were Lieutenants Dunlop and Griffiths: notwithstanding the fire kept up from two armed vessels, and a battery firing round and grape, under which the convoy lay, touching the ground, they boarded, took possession of, and brought out eleven vessels, after burning one; another had been sunk by the enemy's shot; leaving only one, whose situation in the creek would not admit of getting her out.

"This service, completely and expeditiously performed, with the loss of only one seaman killed and three wounded, has won my approbation, and, I trust, will merit your lordship's. On this duty Lieutenants Alexander, Montgomerie, Mitchell, and Jordan, of the marines, were employed, as was Lieutenant Samarin, of the Russian navy, who volunteered his services."

A few days after this affair, the Montagu received two shot in her hull while covering some boats sent by Captain Knight to bring out a large brig from under the walls of Port Louis. On the 26th of the same month, a brig and two sloops were boarded and captured "with great intrepidity and alacrity," close to the batteries at the entrance of the Loire; on which occasion 5 of her crew were killed and wounded. On the 28th her boats destroyed three other vessels lying within Isle Noirmoutier.

Early in 1801, the Montagu, then commanded, *pro tempore*, by Captain Robert Cuthbert, was detached from the Channel fleet, with other ships under Sir Robert Calder, in quest of a French squadron; but being dismasted off Cape Ortegal, she was obliged to put into the Tagus. After being refitted there, we find her proceeding to Martinique, from whence she soon returned home in company with a convoy.

Lieutenant Knight's next appointment was, about July 1801, to be first of the Surprise frigate, on the North Sea station, where he continued until the conclusion of the war.

From this period we lose sight of Lieutenant Knight until April, 1805, when he was appointed to the Guerriere 74, *armée en flûte*, bearing his father's flag at Gibraltar. In the following month, he received an order to act as commander of the Childers brig, and was despatched on a particular mission to the Russian Admiral at Corfu. His subsequent appointments were, Feb. 1806, to the Sea Fencible service in Ireland; April 1810, to be flag-lieutenant to the Prince of Bouillon, at Jersey; and in Sept. same year, to be first of the Dragon 74. He obtained the rank of Commander, Oct. 21, 1810.

On the 21st Mar. 1812, Captain Knight was nominated to the command of the Romulus 36, *armée en flûte*, which ship appears to have been successively employed in conveying troops to Lisbon, Catalonia, and North America. In July, 1813, she assisted at the capture of Portsmouth and Ocracoke islands, on which occasion a beautiful brig mounting 18 long 9-pounders, and a schooner of 10 guns, were taken by the boats of the squadron under Rear-Admiral Cockburn *.

The Romulus being put out of commission at Bermuda about Dec. 1813, Captain Knight was then appointed by Sir John B. Warren to command the Surprize 38, in which frigate he visited the Azores, the coast of Africa, the Cape Verd Isles, and the West Indies; and assisted at the capture of the Yankee Lass, American privateer schooner, of 9 guns and 80 men, May 1, 1814. His post commission was confirmed by the Admiralty, on the 7th of the following month.

In July 1815, Captain Knight, then commanding the Falmouth 20, accompanied the Pactolus and Hebrus frigates in an expedition up the Gironde, for the purpose of furnishing the French royalists with arms, &c. and opening a communication with Bourdeaux †. After conveying the senior officer's despatches to England, he returned to that river, and remained there for some time in attendance upon the Duke and Duchess of Angouleme.

Captain Knight resigned the command of the Falmouth in Sept. 1815; received an appointment from the Lords Com-

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* See Captain Sir GEORGE AUGUSTUS WESTPHAL.

† See Vol. II. Part II. pp. 950-952, and Suppl. Part I. p. 217, *et seq.*

missioners of the Treasury to the Preventive Water Guard on the Sussex coast, in Dec. 1817; and was placed as Inspector-General of the Coast Guard in North Britain, in 1821.

This officer married, in Aug. 1804, the daughter of John Thomson, of Green Hill, co. Waterford, Ireland, Esq. by whom he has had issue four sons and three daughters. One of his brothers, Samuel, was first lieutenant of the Martin sloop when that vessel foundered, with all her crew, in 1805; another, Hood, obtained the rank of commander June 15, 1814, and died in 1823.

Agent.—J. Copland, Esq.

THOMAS DICK, Esq.

Obtained the rank of lieutenant in Mar. 1799; and commanded the boats of the Melpomene frigate, Captain Sir Charles Hamilton, Bart. at the capture and destruction of a French national brig in Senegal river, Jan. 3, 1801 *. His commission as commander bears date Oct. 21, 1810.

On the 5th June, 1811, Captain Dick was appointed to the Thisbe 28, bearing the flag of Sir Charles Hamilton, under whom he served in the river Thames until posted, June 7, 1814.

This officer married, June 20, 1820, Miss Katharine Martyr, of Greenwich.

Agents.—Messrs. Cooke, Halford, and Son.

WILLIAM ISAAC SCOTT, Esq.

Was made lieutenant in Mar. 1799, and commander Oct. 21, 1810; appointed to the Freija troop-ship, Mar. 21, 1812; and promoted to post rank, June 7, 1814.

* Vol. I. Part I. p. 418, *et seq*

MAURICE FREDERICK FITZHARDINGE BERKELEY, Esq.

Second son of Frederick Augustus, fifth Earl of Berkeley, (who died Aug. 8, 1810), by Mary, daughter of Mr. William Cole, of Wootton, in the county of Gloucester *.

This officer was born early in 1788. We first find him serving as midshipman on board the Blanche frigate, Captain Zachary Mudge, by whom he is represented to have "behaved nobly" in that ship's launch, under the command of Mr. John Smith, master's-mate, at the capture of a French schooner, mounting one long 9-pounder, with a complement of 30 men, on the Jamaica station, Nov. 4, 1803. His first commission bears date July 9, 1808.

Lieutenant Berkeley commanded the armed boats sent up the Tagus, to co-operate with the troops occupying the lines of Torres-Vedras, and Lord Hill's division at Alhandra, in the autumn of 1810. On the 13th Oct. he made a successful descent on the town of Villa Franca, from which the enemy fled with precipitation, and the loss of their commander, General Lucroix, who was cut down by the British seamen, and afterwards buried by them, with military honors, in the presence of the contending armies. The loss sustained by the naval detachment in the performance of this gallant exploit, was only eight men killed and wounded.

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* The marriage of the late Earl of Berkeley has been the subject of two solemn investigations at the bar of the House of Lords; the Earl himself, both during his lifetime, and in his last will, asserted that he was married in Berkeley church, Mar. 30, 1785; but that this marriage having been intentionally kept for a length of time secret, the witnesses being dead, and all registry or other trace of it, as he believed, destroyed, he was a second time married to the same lady, at Lambeth, May 16, 1796. Unfortunately, the precautions taken to conceal the marriage of 1785 (if it ever took place), threw so much of mystery around the transaction, that even the positive testimony of both parties was insufficient to convince their lordships, who decided, July 1, 1811, that William Fitzhardinge Berkeley, Esq. who claimed as eldest son and heir of his father, under the marriage of 1785, had not made out his claim.

The subject of this brief sketch was made commander Dec. 19, 1810; advanced to post rank, June 7, 1814,; elected a member of the corporation of Gloucester, July 28, 1820; and appointed to the Semiramis 42, flag-ship of the Hon. Sir Charles Paget, commander-in-chief on the Irish station, May 27, 1828.

Captain Berkeley married, Dec. 4, 1823, Lady Charlotte Lennox, sister to the Duke of Richmond.

Agents.—Messrs. Cooke, Halford, and Son.

BERTIE CORNELIUS CATOR, Esq.

A Magistrate for the county of Kent.

FOURTH son of Joseph Cator, Esq. an affluent merchant, by Diana, sister to the late Admiral Sir Albemarle Bertie, Bart. K.C.B., a descendant of the Dukes of Ancaster, the last of whom died Feb. 8, 1809.

This officer was born at Beckenham, co. Kent, Sept. 26, 1787; and he appears to have entered the royal navy in April 1800, under the protection of his maternal uncle, who then commanded the Windsor Castle 98, bearing the flag of Sir Charles Cotton, on the Channel station.

In the autumn of 1800, Mr. Cator was removed to the Glory 98, Captain Thomas Wells; but towards the end of the French revolutionary war, he again joined Captain Bertie, and served under him, in the Malta 80, at St. Helens, off Brest, and in Bantry bay, until that ship was paid off, in the spring of 1802.

We next find Mr. Cator in the Carysfort 28, Captain George Mundy, with whom he removed, at the close of 1802, to the Hydra 38, which latter frigate was successively employed on the North Sea, Guernsey, and Mediterranean stations. Whilst serving in that ship, he assisted at the capture of the following armed vessels:—

La Phœbe and le Favori, French privateers; the latter cut out near Havre, Aug. 1, 1803. A national brig and a lugger, taken Jan. 30, 1804. La Furet, of 18 guns and 132 men*: and the Argonauta Spanish schooner, pierced for 12 guns, April 12, 1806.

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* Vol. II. Part I. p. 336.

He also bore a part in several boat affairs, and various other hazardous services.

About Dec. 1806, Mr. Cator was received on board the Ocean 98, bearing the flag of Lord Collingwood, who, in a short time afterwards, appointed him to act as lieutenant of the Delight brig, Captain Philip Cosby Handfield, which vessel was principally employed in carrying despatches to the Archipelago, Egypt, and England. Previous to her return home, she got embayed by night, at the west end of Malta, in a tremendous gale, and would have been lost with all on board but for the exertions of Mr. Cator and the boatswain, each of whom cut away a mast, and thus saved her from destruction. At this period, Captain Handfield was sick in bed, and the senior lieutenant became so alarmed that he never recovered from the effects of his panic.

Lieutenant Cator's appointment to the Delight was confirmed by the Admiralty, Mar. 3, 1807. In the following month, he removed from her to the Foudroyant 80, then bearing the flag of his uncle, in the Channel fleet, and subsequently that of Sir W. Sidney Smith, off Lisbon. In May, 1808, we find him on board Rear-Admiral Bertie's flag-ship, the Leopard 50, stationed at the Cape of Good Hope; and from Mar. 1809 until April 1810, acting commander of the Sapphire and Otter sloops, constantly employed in the blockade of the Isles of France and Bourbon. It will be seen, by reference to p. 50, that he assisted at the capture of St. Rose, in the latter island, and had the direction of the parties subsequently landed to procure supplies, and bring off the enemy's guns; also that his conduct on that occasion was highly commended by the senior officer.

On his return to the Cape, after an absence of 16 months (the whole time at sea), Lieutenant Cator was directed to hoist a pendant on board the Ranger transport, laden with stores and provisions for the squadron off the Mauritius. On his arrival near Port Louis, he had the misfortune to be captured by three French frigates under the orders of Commodore Hamelin. When chased by them, he consulted with the master and mates of the Ranger, intending, if her boats were considered capable of containing all the people on board, in-

cluding many liberated African slaves, to destroy the ship; but it being the general opinion that they would not float with so many persons in them, he had no other alternative but to yield his charge to the enemy. The greater part of her cargo, however, was afterwards retaken in la Venus, by means of which the ships and vessels under Captain Rowley were again rendered perfectly effective *.

Among Lieutenant Cator's fellow prisoners, at the Isle of France, were Captains Pym, Lambert, Curtis, and Willoughby. They all remained in captivity until the reduction of that colony; but he was allowed to depart in a cartel, time enough to conduct a detachment of troops from the Cape, to assist in subjugating it; for which purpose he was appointed to command a country ship, called the Bombay Anna.

After the conquest of the Mauritius, Vice-Admiral Bertie gave his nephew an order to act as commander of the Actæon brig, and sent him home with the duplicate despatches relative to that important event †. Fortunately for Lieutenant Cator, he got the start of Captain Rowley, the bearer of the original expresses, and was consequently promoted on the day of his arrival at the Admiralty, Feb. 13, 1811: he also received 500*l.* as a gratuity for bringing such welcome intelligence.

Captain Cator was next employed in carrying *one* letter from England to Calcutta, and fetching back an answer, a service which, from unavoidable casualties, and the sickly state of his crew, he spent *ten* months in performing, the Actæon being obliged to remain stationary at least as many weeks. He subsequently cruised off Cherbourg, assisted in conducting the Russian fleet from the Baltic to Gottenburgh, and encountered a long series of Norwegian winter gales. During one of those tremendous storms, his brig's main-boom was carried away, but, notwithstanding her proximity to a rocky and hostile coast, he repaired the damage at sea, and would not quit his station until *ordered* into port.

The Actæon was then docked at Sheerness, and afterwards

* See Vol. I. Part II. note * at p. 631.

† See *Id. ib. et seq.*

sent to the North American station, where she formed part of a detached squadron under the orders of Captain Robert Barrie, to whom, on the 22nd Sept. 1813, Captain Cator reported his having landed with a party of marines, in Lynhaven bay, and destroyed a barrack of the enemy, with all the military stores it contained, after a short action with a body of dragoons and infantry stationed there, in which affair 9 Americans were taken prisoners, and several killed and wounded; the British had not a man slain, and only one wounded.

The extreme severity of the winter of 1813 will never be forgotten by those officers who were then employed in the blockade of the Chesapeake; which service was so admirably conducted by the gallant and persevering Barrie, that only one American cruiser escaped during the whole of that season. While thus employed, Captain Cator commanded all the watering parties of the British squadron, and was often exposed to great annoyance from the enemy. He also assisted at the capture and destruction of numerous coasting vessels.

In the following year, we again find Captain Cator cruising off the coast of Norway, with the Briseis brig under his orders. He obtained post rank June 7, 1814; and married, in 1816, Sophia, only child of Michael Atkinson, of Mount Mascal, North Cray, Kent, and Portland Place, London, Esq. formerly a civilian in the service of the Hon. East India Company, and chiefly resident at Mourshedebad, in Bengal.

Captain Cator's eldest brother, John, inherited the property of his uncle, John Cator, of Beckenham Place, Kent, Esq. Another is a captain in the Royal Horse Artillery; two are in holy orders, and possessed of good livings; the youngest of all is a barrister, practising at Madras.

Agents.—Messrs. Maude & Co.

DAVID DUNN, Esq.

Served as midshipman on board the Donegal 74, Captain (now Sir Pultney) Malcolm, at the battle off St. Domingo,

Feb. 6, 1806*; obtained the rank of lieutenant, July 12, 1808; and was made commander for his gallant conduct as first of the Amphion frigate, Captain William Hoste, at the defeat of a French squadron, in the Adriatic, Mar. 13, 1811†. He subsequently distinguished himself by his activity in the Mermaid 32, *armée en flûte*, on the Mediterranean station, particularly at the siege of Trieste, and the unsuccessful attack of Leghorn, in Oct. and Dec. 1813‡. His post commission bears date June 7, 1814.

This officer's last appointment was, Dec. 27, 1824, to the Samarang 28, fitting for the Cape of Good Hope station, the command of which ship he retained until May, 1828. His brother, Robert Dunn, Esq. is an old naval surgeon.

Agents.—Messrs. Stillwell.

FAIRFAX MORESBY, Esq.

A Companion of the Most Honorable Military Order of the Bath; and a Knight of the Imperial Austrian Order of the Empress Maria Theresa.

Son of ——— Moresby, of Stowe House, Lichfield, co. Stafford, Esq.

This officer served as midshipman under Earl St. Vincent, in the Hibernia 110; and obtained the rank of lieutenant, April 10, 1806. We next find him in the Kent 74, Captain Thomas Rogers, on the Mediterranean station, where he assisted in cutting out a French convoy, as will be seen by the following official letter:—

"*H. M. S. Kent, off Genoa, Aug.* 2, 1808.

"Sir,—I beg leave to acquaint you, that yesterday, running along the coast, from Genoa towards Cape del Melle, we discovered 10 coasters deeply laden, under the protection of a gun-boat, at an anchor close to the beach, abreast of the town of Noli; and as there appeared a fair prospect of bringing them out by a prompt attack, before the enemy had time to collect his force, I instantly determined to send in the boats of the Kent

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* See Vol. I. Part II. p. 594.

† See Vol. II. Part I. p. 472, *et seq.*

‡ See Suppl. Part II. p. 358, and Vol. II. Part I. pp. 426 and 428.

and Wizard; there being but little wind, I directed the brig to be towed in to cover them, and by great exertion they soon brought her close to the vessels, when it was found impossible to bring them out without landing, most of them being fastened to the shore by ropes from their keels and mast-heads; the boats therefore pulled to the beach with great resolution, exposed to the fire of two guns in the bow of the armed vessel, two field-pieces placed in a grove which flanked the beach, a heavy gun in front of the town, and a continued fire of musketry from the houses; but these were no check to the ardour and intrepidity of British seamen and marines, who leaped from the boats, and rushed upon the enemy with a fearless zeal that was not to be resisted. The gun in front of the town was soon taken and spiked by Lieutenant Chasman, second of the Kent, who commanded the seamen; and the enemy, who had drawn up a considerable force of regular troops in the grove, to defend the two field-pieces, was dislodged by Captain Rea, commanding the royal marines, and Lieutenant Grant of that corps, who took possession of the field-pieces, and brought them off. In the mean-time, Lieutenants Lindsey and Moresby of the Kent, and Lieutenant Bissett of the Wizard, who had equally distinguished themselves in driving the enemy from the beach, were actively employed in taking possession of the gun-boat, and freeing the other vessels from their fasts to the shore; and I had soon the satisfaction to see our people embark, and the whole of the vessels coming out under the protecting fire of the Wizard, which, by the judicious conduct of Captain Ferris, contributed very essentially to keep the enemy in check, both in the advance and retreat of the boats. One seaman killed and one mortally wounded (both of the Kent) is all the loss we sustained. The enemy left many dead on the ground.

"The gun-boat was a national vessel, called la Vigilante, commanded by an enseigne de vaisseau, with a complement of 45 men. I have the honor to, &c.

(Signed) "THOMAS ROGERS."

"*To Vice-Admiral Thornbrough &c. &c. &c.*"

The boats of the Kent and Wizard (brig) subsequently brought out, from under the guns of a fort near Leghorn, three laden vessels, and burnt a fourth, which was aground and could not be got afloat: this service was performed without the slightest loss.

On the 3d April, 1812, Captain Moresby, then commanding the Wizard, in the Archipelago, captured the Corcira, a xebec privateer belonging to Corfu, of eight guns and 60 men. On the 18th Aug. 1813, the batteries at the entrance of Boco di Cattaro, in the Adriatic, were stormed and destroyed by a detachment under his immediate directions; the official account of this gallant exploit will be found at p. 337 *et seq.*

The following is an extract of Rear-Admiral Freemantle's public despatch, announcing the capture of Trieste, an event that has been recorded by us, at p. 358 of Suppl. Part II.

"I beg to recommend to the Lords Commissioners of the Admiralty, Captain Moresby, of H. M. sloop Wizard. He commanded one of the batteries from the 16th until the 24th (Oct. 1813), when he was ordered to form a battery with four 32-pounders, within breaching distance: in the course of 56 hours, under all the disadvantages of weather, &c. he, with 50 men from the Milford, and 50 from the Wizard, completed the whole without any assistance whatever."

For these and other important services performed by Captain Moresby, in co-operation with the Austrian troops on the coasts of the Adriatic, he obtained permission, May 23, 1814, to accept and wear the insignia of a Knight of the Imperial Military Order of Maria Theresa. His promotion to post rank took place on the 7th of the following month.

In April, 1819, Captain Moresby was appointed to the Menai 24, fitting for the Cape station, where, although a period of profound peace, he appears to have been very usefully employed. We are told, that he superintended the landing of the settlers at Algoa bay, in Southern Africa—incurred, with the utmost cheerfulness, the risks connected with that service; distributed the articles purchased for the emigrants; assisted them in erecting their tents; and, by his humane attentions to the women and children, diffused good humour and cheerfulness among all. We are also further informed, that he sent the governor of the Cape a series of valuable remarks on the rivers and coast between Cape Recife and the mouth of the Kelskahama, with a particular description of Port Elizabeth, Algoa bay, which he considers a more secure anchorage for a ship, in every season of the year, than either Torbay, Palermo bay, or Table bay.

Captain Moresby married, Aug. 6, 1814, Elizabeth, youngest daughter of John Williams, of Malta, Esq. His only son died in 1826.

Agent.—Sir Francis M. Ommanney.

GEORGE RENNIE, Esq.

Is, we believe, a nephew to the late celebrated civil engineer. The following is a copy of the first published gazette letter in which his name appears :—

"*H. M. S. Melpomene, in the Sleeve, May*, 1, 1809.

"Sir,—I beg leave to acquaint you, that having chased a Danish man-of-war cutter, of 6 guns, and apparently quite new, on shore at Huilbo (a harbour in Jutland); and anchored H. M. frigate in 19 feet water, the boats were sent under the directions of Lieutenants Plumridge and Rennie, who succeeded in boarding and destroying her, with other vessels, under a most tremendous fire.

"The immense crowds of the enemy exposed to the fire of the Melpomene and that of her launch's carronade, leaves me good reason to suppose their loss must be very considerable. Ours is confined to Lieutenant George Rennie and 5 men severely wounded in the boats; but more might have been expected from the severe and galling fire altogether directed on them.

"I cannot close this letter without expressing how much Lieutenants Plumridge and Rennie are to be admired, with every officer and man, for their zealous and gallant conduct on this occasion. I have the honor to be, &c.

(Signed) "PETER PARKER, Captain."

"*To Rear-Admiral Sir Samuel Hood, K. B. &c. &c. &c.*"

The Melpomene was shortly afterwards attacked during a calm, by twenty large Danish gun-vessels, on which occasion she had 34 of her officers and crew killed and wounded, and sustained considerable damage in her hull, sails, and rigging *. She subsequently proceeded to the Gulf of Finland, and, in company with the Implacable 74, captured nine Russian transports, laden with timber, spars, and cordage. On the 6th July, 1809, her boats assisted at the capture of three other vessels, in the Gulf of Narva. An exploit of a very brilliant description, subsequently performed by them, in conjunction with those of the Implacable, Bellerophon, and Prometheus, will be noticed in our memoir of Captain Frederick E. V. Vernon †.

We next find the subject of this sketch acting as commander of the Hecate sloop, at the reduction of the Mauritius,

* See Vol. II. Part I. p. 415. † See p. 368.

in Dec. 1810 *. His promotion to that rank was confirmed by the Admiralty, April 18, 1811; and his first appointment afterwards, which was to the Podargus of 14 guns, took place Dec. 14, 1812. In that vessel he entered the Gironde with the squadron under Rear-Admiral Penrose, Mar. 27, 1814: the manner in which he was there employed will be seen by reference to Suppl. Part II. pp. 287—293.

Captain Rennie's post commission bears date June 7, 1814. He commanded the Lightning 20, from Aug. 14th following, until Nov. 1815; and received an appointment to the Tees 26, fitting for foreign service, Feb. 3, 1818.

On the 3d July, 1821, a court-martial was assembled at Portsmouth, to try Captain Rennie on charges of cruel, oppressive, and unofficerlike conduct towards the crew of the Tees, and was continued by adjournment, until the 14th, when sentence was pronounced to the following effect.

That the charge of cruelty had not been proved against Captain Rennie, and he was consequently acquitted thereof; but that the other charges were proved, inasmuch as it appeared, that irregular punishments had been inflicted on several of the ship's company, contrary to the 33d article of the act made for the regulation and government of his Majesty's naval forces; for which he was adjudged to be dismissed the service. The court, however, felt themselves bound to express their great regret that they were under the necessity of passing so severe a sentence, especially considering the very high character given Captain Rennie by several distinguished officers; the licentiousness, drunkenness, and great insubordination manifested by the crew; the situation in which the Tees was placed at the time the irregular punishments were inflicted; and also, his having been actuated by a conviction that he was exercising his authority in the most lenient manner;—the Court, therefore, most earnestly recommended him to the favorable consideration of the Admiralty; and he was consequently restored to his former rank in the summer of 1822.

* See Vol. I. Part II. note at p. 622.

FREDERICK EDWARD VENABLES VERNON, Esq.

Is a son of the Right Hon. Edward Venables Vernon, D. C. L. Lord Archbishop of York, Primate of England, and Lord High Almoner to the King, &c. &c. &c. by Lady Anne Leveson Gower, third daughter of Granville, first Marquis of Stafford. He is consequently descended from William de Vernon, sole proprietor of the town and district of Vernon, in Normandy, anno 1052, whose eldest son, Richard de Vernon, came over to England with William the Conqueror, in 1066. The Archbishop of York is the youngest son of the first Lord Vernon, and brother to the present peer.

Mr. FREDERICK EDWARD VENABLES VERNON entered the navy, in Feb. 1803, as midshipman on board the Calcutta 50, *armée en flûte*, Captain Daniel Woodriff, with whom he made a voyage round the world in the short space of 10 months and 3 days *. On his return home from New Holland and Brazil, in July, 1804, he joined the Latona 38, Captain Thomas Le Marchant Gosselyn, in which frigate he assisted at the capture of the Amphion Spanish privateer, of 12 guns and 70 men, Oct. 22, 1805. In the following year, he removed with the latter officer to the Audacious 74, and accompanied the squadron under Sir Richard J. Strachan to Barbadoes, in pursuit of Jerome Buonaparte and his companions †.

Mr. Vernon next joined the Centaur 74, bearing the flag of the late Sir Samuel Hood, in which ship he continued until appointed lieutenant of the Implacable 74, Captain Thomas Byam Martin, on the Baltic station, April 29, 1809. Soon after his promotion to that rank, he was afforded an opportunity of distinguishing himself in a very signal manner, as will be seen by the following extracts of his captain's official correspondence:—

"*H. M. S. Implacable, off Percola Point, July* 6, 1809.

"The Implacable and Melpomene having stood into the Gulf of Narva, captured 9 sail of vessels, laden with timber, spars, and cordage, belonging

* See Vol. II. Part II. note at p. 541.

† See p. 323.

to the Emperor of Russia, and which I doubt not will prove a valuable acquisition to our own dock-yards. The boats of the ships, under that active and valuable officer, Lieutenant Joseph Hawkey, have looked into every creek along the south coast of the gulf, without finding any vessels whatever, and he is now on the opposite, with the same view. * * * * * *

"Since writing the above, Lieutenant Hawkey has returned with 3 vessels, captured by the boats of the Implacable, Melpomene, and Prometheus, under his command; he reports 8 sail of gun-boats protecting some ships in shore, and is very desirous of attacking them, which shall be done, if there is a reasonable hope of success.

"*July* 8, 1809.

"The position taken by the Russian flotilla, under Percola Point, seemed so much like a defiance, that I considered something was necessary to be done, in order to impress these people with that sense of respect and fear which his Majesty's other enemies are accustomed to shew to the British flag; I therefore determined to gratify the anxious wish of Lieutenant Hawkey, to lead the boats of the Implacable, Bellerophon, Melpomene, and Prometheus, which were assembled by 9 o'clock last night. They proceeded with an irresistible zeal and intrepidity towards the enemy, who had the advantage of local knowledge, to take a position of extraordinary strength within two rocks, serving as a cover to their wings, and from whence they could pour a destructive fire of grape upon our boats, which, notwithstanding, advanced with perfect coolness, and never fired a gun till actually touching the enemy, when they boarded sword in hand, and carried all before them.

"*I believe a more brilliant achievement does not grace the records of our naval history; each officer was impatient to be the leader in the attack, and each man zealous to emulate their noble example; the most complete success has been the consequence of such determined bravery:* of 8 gun-boats, each mounting a 32 and a 24-pounder, with 46 men, six have been brought out, and one sunk; and the whole of the ships and vessels, 12 in number, under their protection, laden with powder and provisions for the Russian army, also brought out, and a large armed ship taken and burnt. I have deeply to lament the loss of many men killed and wounded, and especially that most valuable officer Lieutenant Hawkey, who, after taking one gun-boat, was killed by a grape-shot, in the act of boarding the second. No praise from my pen can do adequate justice to this lamented young man; as an officer, he was active, correct, and zealous, to the highest degree; the leader in every kind of enterprise, and regardless of danger; he delighted in whatever could tend to promote the glory of his country: his last words were, 'huzza! push on! England for ever!'

"Mr. Hawkey had been away in the boats on different services, since last Monday, *accompanied by Lieutenant Vernon, whose conduct in this affair has been highly exemplary, and shewn him worthy to be the companion of so heroic a man;* but while I am induced to mention the name of Mr. Vernon, from his constant services with Mr. Hawkey, I feel that every of-

fiser, seaman, and marine, has a claim to my warmest praises * * * *. Lieutenant Charles Allen, of the Bellerophon, was the senior officer after Mr. Hawkey's death. * * * * * *

"The Russians have suffered severely in this conflict, the most moderate statement makes it appear that two-thirds of them have been killed, wounded, or driven overboard. * * * * *

(Signed) "T. B. MARTIN."

The total loss sustained by the British was 17 slain and 37 wounded; among the former were Lieutenant Stirling, of the Prometheus, and Mr. William Barclay Mountney, midshipman of the Melpomene. The senior surviving lieutenant was immediately afterwards promoted, and his commission dated back to the day of the action; three others, viz. George Rennie, of the Melpomene, and John Sheridan and John Skekel, of the Bellerophon, were also made commanders in the course of the ensuing two years; and Lieutenant Vernon was likewise advanced to that rank, as soon as he had served the necessary time to render him eligible. His promotion consequently took place April 29, 1811.

In July, 1810, the Implacable, then commanded by Captain George Cockburn, conveyed Sir Richard G. Keats to Cadiz. On the 6th Sept. following she sailed from thence for the Havannah, with two Spanish 3-deckers under her protection; and on the 18th Feb. 1811, we find her returning in a sickly state, with 6,000,000 of dollars on board. Her officers and crew were subsequently employed in the defence of l'Isla de Leon.

On the 25th May, 1813, Captain Vernon was appointed to the Challenger brig, of 16 guns, in which vessel he was present at the siege and surrender of St. Sebastian, the northern Gibraltar of Spain*. He also assisted at the destruction of le Flibustier, French national brig, mounting 16 guns, a brass howitzer, and 4 swivels, bound to Santona, and having on board treasure, arms, ammunition, and salt provisions, for the relief of that garrison. She had been waiting an opportunity to steal out of St. Jean de Luz for several months, the near approach of the allies under Lord Wellington at length made it absolutely necessary, and a dark and stormy

* See Vol. II. Part II. p. 531.

night determined her commander to risk the attempt, although closely watched by the Challenger. She was discovered under sail at day-light on the morning of the 13th Oct. 1813; and instantly pursued by Captain Vernon, in company with the Constant gun-brig and Telegraph schooner, commanded by Lieutenants John Stokes and Timothy Scriven. It being impossible for her to escape, she anchored under the protection of some batteries close to the mouth of the Adour, and after sustaining a cannonade of some duration was set on fire by her crew, who suddenly quitted her, and speedily gained the shore. This little affair was witnessed by some thousands of the French and British armies.

Captain Vernon was with Rear-Admiral (now Sir Charles V.) Penrose, when that officer forced the passage of the Gironde, Mar. 27, 1814*. He obtained post rank June 7 following; and has since commanded the Blossom 24, and Doris frigate, on the South American station.

Agents.—Messrs. Cooke, Halford, and Son.

EDWARD BRAZIER, Esq.

Was made lieutenant, July 29, 1807; commander, Aug. 2, 1811; and post-captain, June 7, 1814.

CHARLES HEWIT, Esq.

Is descended from a family of antiquity in Essex, the head of which is possessed of one of the oldest English baronetcies.

Mr. Charles Hewit was born at Ilford, in the above county. He entered the navy, Feb. 3, 1781, as midshipman on board the Union 90, Captain John Dalrymple, which ship accompanied Lord Howe to the relief of Gibraltar, and sustained a loss of 5 men killed and 15 wounded, in the partial action off Cape Spartel, Oct. 20, 1782†.

* See Suppl. Part II. p. 287, *et seq.*

† See Vol. I. Part I. pp. 17, 106, &c.

At the commencement of the French revolutionary war, Mr. Hewit was master's-mate of the Circe 28, Captain Joseph Sydney Yorke. His promotion to the rank of lieutenant took place Oct. 8, 1793, on which occasion he was appointed to the Irresistible 74, Captain John Henry, who gave him the command of a detachment of seamen employed on shore during the siege of Martinique. He was also present at the reduction of St. Lucia and Martinique, in 1794.

Lieutenant Hewit's next appointment was to be second of the Santa Margaritta 36, Captain Eliab Harvey, which ship formed part of the squadron under Sir John B. Warren, at the destruction of a French 40-gun frigate, and two large corvettes, between Brest and l'Orient, Aug. 23, 1794.

In Feb. following, Mr. Hewit again joined Captain Yorke, then commanding the Stag 32, of which ship he became first lieutenant after the capture of the Dutch frigate Alliance, Aug. 22, 1795. He continued to serve as such, under the same active, gallant, and zealous officer, till Feb. 1800. During the remainder of that war, we find him employed as an agent for transports; and at its close he was presented with the superior medal of the Turkish Order of the Crescent, for his highly approved services in Egypt.

A short time previous to the renewal of hostilities, in 1803, Lieutenant Hewit obtained the very confidential and active situation of resident agent at the Cove of Cork. In May, 1808, he was removed to Plymouth, where he remained in the same capacity until promoted to the command of the Raisonable 64, *armée en flûte*, stationed as a guard and receiving ship in the river Medway. His commission as commander bears date Feb. 1, 1812.

On the 16th July following, Captain Hewit was appointed to the Gladiator 44, at Portsmouth, which ship he paid off Oct. 5, 1815. During that period, she successively bore the flags of Rear-Admirals Hargood, Foote, and Halkett. His promotion to post rank took place June 7, 1814.

This officer married, Mar. 18, 1800, Sarah, only daughter of the late Charles Braxton, of Bonavista, near Lymington, co. Hants, Esq.

Agents.—Messrs. Cooke, Halford, and Son.

RIGHT HON. GEORGE ANSON LORD BYRON.

THIS officer's ancestors had large possessions in Yorkshire, during the reign of William the Conqueror; and were very early seated at the lordship of Clayton, co. Lancaster. Sir Richard Byron, who died in 1398, acquired a considerable estate by marrying Joan, second daughter of William de Colewick, of Colewick, in Nottinghamshire. His descendant, Sir John Byron, Knt. took part with Henry Earl of Richmond, at the battle of Bosworth, and died May 3, 1488.

The motto, "Crede Byron," now used by his descendants, was conferred upon Sir John Byron by his royal master, not in allusion to his loyalty, but in admiration of an act of extraordinary good faith performed by him towards Sir Gervis Clifton, who had espoused the cause of Richard III. The subject is thus noticed by the late W. Hutton, Esq. F.A.S.S. in his account of the battle, published in 1788; and by Sir John Beaumont, Bart. in a poem, entitled, "*Bosworth Field*," published by his son in 1629:

"Sir John Byron, and Sir Gervis Clifton, were intimate friends, and neighbours, being both Nottinghamshire gentlemen. And though Byron fought under Henry, and Clifton under Richard, it no way diminished their friendship, but proved, what rarely happens, that friendship genuine. They had exchanged a prior oath, 'that if either of them was vanquished, the other should intercede with the conqueror, that the estate of the loser might not be forfeited, but enjoyed by his family. While Clifton was bravely fighting in the troop, he received a blow which overpowered him, and he fell. Byron observing the fall, quitted the ranks, and ran to the relief of his suffering friend, sustained him on the ground, guarded him with his shield, and entreated him to surrender. Clifton replied, 'All is over; I beg, my dear friend, you will remember the oath between us. Victory is yours. Use all your interest, that my lands may not be taken from my children.' The worthy Byron, upon the point of renewing his promise, perceived his friend was departing, and exclaimed with emotion, 'Stay, my dear Clifton, stay!' but

alas! the wound was mortal, and the unfortunate Clifton expired in the field."

> "While *Byron* calles; 'Stay, worthy *Clifton*, stay,
> 'And heare my faithfull promise once againe,
> 'Which if I breake, may all my deeds be vaine.'
> But now he knowes, that vitall breath is fled,
> And needlesse words are vtter'd to the dead;
> Into the midst of *Richard's* strength he flies,
> Presenting glorious acts to *Henries* eyes,
> And for his seruice he expects no more
> Then *Clifton's* sonne from forfeits to restore."

The generous warrior's expectations were happily realised; and the estate which was possessed by his unfortunate friend's ancestors several centuries prior to the battle of Bosworth, is now enjoyed by Sir Robert Clifton, Bart.

Sir John Byron's descendant and namesake was made a K. B. at the coronation of James I. and married Anne, sister to Viscount Molyneux, an Irish peer. By that lady he had seven sons, who were distinguished for their loyalty to the unfortunate Charles I.; John, the eldest, makes a conspicuous figure in the pages of Lord Clarendon, for his activity, and the important commands entrusted to him. He was created Baron Byron, of Rochdale, co. Lancaster, Oct. 24, 1643; and died in France, without issue, during the protectorate of Oliver Cromwell. He was succeeded by his brother, Richard, who held a command at the battle of Edgehill, Oct. 13, 1642, and afterwards received the honor of knighthood from his ill-fated monarch. Thomas, a younger brother, commanded the Prince of Wales's regiment at the battle of Hopton-heath, Mar. 19, 1643, and is described by Clarendon as "a gentleman of great courage, and very good conduct, who charged with good execution." The other four brothers, William, Robert, Gilbert, and Philip, fell at Marston-moor, July 2, 1644, a circumstance alluded to by the late Lord Byron in his first juvenile poem, addressed to Newstead Abbey, the ancient and dilapidated residence of the family *:

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* Sir John Byron, of Clayton, Knt. obtained a grant of the above abbey from King Henry VIII.

"On Marston, with Rupert*, 'gainst traitors contending,
Four brothers enriched, with their blood, the bleak field;
For the rights of a monarch, their country defending,
Till death their attachment to royalty seal'd."

Lady Byron, the mother of those brave men, obtained leave from Cromwell to bury their remains. The following is a true copy of an autograph letter from King Charles II. to her son Richard, the *second* Lord Byron, dated "*Brussel-les*, July 17, 1659:—

"This honest bearer hath delivered what you sent me, for which I thank you, and if he had not assured me from yourself that you do not [know] enough my mynde in particulars, I should have been very confident that you had not stood in neede of my advertisements, and I am confident you have before this time receaved advice from my frinds what you are to do, together with commissions, since I am sure they depende as much upon your interest and concurrance, as upon any mans; however that you may not be without commissions, which the bearer sayes positively you were when he lefte you, he will deliver you such as are necessary for the beginning, and then all things will afterwards be quickly supplyed, and I know you will be ready to doe as your neighbours and frinds shall, and by the healpe of God wee shall shortly meete, and you may be sure you shall alwayes finde me to be,

"Your very affectionate frinde,

"B." (Signed) "CHARLES R."

The above nobleman died in 1679; and it is recorded on his tomb, in the church of Hucknel-Torkard, that he was enabled, by his honest endeavours, to repurchase part of the ancient inheritance of his family, which had been freely sacrificed, in order to raise supplies for Charles I., when that monarch first erected his standard at Newark. His grandson, William, fourth Lord Byron (born in 1669) was grandfather to the late Captain George Anson Byron, R. N., and also to the present Captain Richard Byron, C. B. whose services are recorded at pp. 620—628 of Vol. II. Part II.

The present Lord Byron is the only son of the said Captain George Anson Byron, by Miss Dallas, of the island of Jamaica; and cousin and successor to the late peer, who died at Missolonghi, in Greece, April 19, 1824.

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* Prince Rupert, son of the Elector palatine, and related to Charles I. He commanded the English fleet after the restoration of royalty.

He was made lieutenant Aug. 24, 1807; advanced to the rank of commander, Feb. 1, 1812; posted, June 7, 1814; and appointed to the Blonde frigate, fitting for a particular service, June 5, 1824. The subjoined account of his subsequent proceedings is taken from the Hampshire Telegraph.

Lord Byron left England for the Sandwich Islands, with the remains of their late majesties, in Sept. 1824. "On his arrival at Valparaiso, Mr. Charlton, consul-general of the islands in the Pacific, was sent forward to Woahoo, to announce the death of the king and queen, and the approach of the Blonde with their bodies and suite. It was regarded as a remarkable circumstance by the natives, that just previous to the period of Mr. Charlton's arrival at Woahoo, certain natural phenomena—such as the extraordinary overflowing and recession of the tide, an eclipse of the moon, &c. had taken place, which impressed them with a belief that some fatality had happened to the king or queen; similar occurrences being observed at the death of Tamahama, the sovereign who brought all the islands under one government, and afterwards ceded them to Vancouver, in 1794*. This omen or presentiment was confirmed by Mr. Charlton's arrival." When the Blonde arrived at Honoruru (the anchorage of Woahoo), May 19, 1825, she was, however, immediately saluted by 19 guns from the fort. The day afterwards Lord Byron and all his officers had an audience of the regent †, at his house, at which were delivered in the presence of all the heads of the nation, the presents sent out in the Blonde. The present king is Kaukiauli, a lad, brother of Rio Rio, who died in England. On the 23d May, at 11 A. M., the bodies were landed, attended by Lord Byron and his officers, dressed in their full uniforms. On reaching the

* King Tamahama the First made most considerable advances towards civilization; he erected for the defence of Woahoo three forts, one of which mounts 42 pieces of ordnance; he possessed a considerable fleet, with which he had subdued the whole group of islands; and at the time of his death, in 1819, he was arranging an expedition for the conquest of Otaheite.

† Karaimoku, the brother of Boki, the governor, who came to England with his late master and mistress..

shore, they were placed on two cars, and drawn by about 80 native chiefs to the late room of audience, the tomb-house not being finished. Kaukiauli and the Princess Nahienaena were the chief mourners, supported by Lord Byron and the British consul. The numerous chiefs of the island, and the officers of the Blonde, formed an extensive funeral cavalcade. The frigate continued at Honoruru about six weeks, during which Lord Byron attended the meetings of the chiefs, who gravely deliberated respecting the succession of the young king and princess to the throne;—as, heretofore, might had constituted right. This important matter was, however, very amicably arranged, the heads of the nation, and all the chiefs, expressing their earnest desire to conform themselves strictly to the laws of legitimacy and of consanguinity.

The Blonde proceeded from Woahoo to visit the Isle of Owhyhee (about three days' run), and refit there. She anchored in one of the finest bays in the world (now called Byron Bay) which Vancouver was deterred from entering by a coral rock appearing to impede the entrance, but which actually forms its principal security. It is a most safe position, and its rich and beautifully varied scenery, has obtained for it the appellation of "The Eden of the Sandwich Islands." In the neighbourhood of this bay the island is in the highest state of fertility; but the natives are in nearly the same state as they were when Captain Cook discovered them, in 1779. An American missionary had arrived there about six months before, whose instructions would no doubt advance them in civilization, as those of his brethren had the natives at Woahoo. The Blonde then returned to Woahoo, and Lord Byron took leave of the king, regent, and chiefs, and fulfilled the purpose of his visit to the islands, in the highest degree satisfactory to them, and beneficial to the country. The ship was literally laden with stock and provisions of every description, by the natives, who refused payment for any thing they could supply her. From Woahoo she proceeded to Karakokooa bay, where Captain Cook was unfortunately killed. Here Lord Byron erected a humble, simple monument to the memory of the great circumnavigator—not on the spot where he was killed, as that was found

impracticable, it being under water, but where his body was cut up, on the top of a hill, about a mile from the shore. The natives of the islands having embraced Christianity, the regent gave permission to Lord Byron to visit the sacred sepulchre, and take therefrom whatever relics of their former religion he wished to possess. The sanctuary was filled with their various gods—"the work of men's hands"—some manufactured of wicker-work and feathers, others carved of wood, with numerous articles which had been made sacred, by being offered to them, in acts of gratitude, for success in fishing, hunting, and the other occupations of their simple life. But the article that most struck the visitors, as remarkable, was an English consecrated drum. The temple was despoiled of most of its former sacred treasures, which were brought to England in the Blonde.

On his voyage home, Lord Byron touched at Coquimbo, (the station of the mining associations in South America), and was only six weeks running from thence to St. Helena. The following is an account of the dreadful occurrences on board a merchant ship, the Frances and Mary, from New Brunswick bound to Liverpool, which he providentially fell in with eight days previous to his arrival at Spithead.

"Sailed from St. John's Jan. 18, 1826.—Feb. 1, Strong gales from the W. N. W.; carried away the main-topmast and mizen-mast head; hove to; got boats' sails in the main-rigging, to keep the ship to the wind. At 11 P. M. shipped a heavy sea, which washed away the cabouse, jolly-boat, and disabled five men.—Feb. 2, Cleared away the wreck, and made sail before the wind: strong breezes.—Feb. 5, 11 A. M. Strong gales, with a heavy sea; clewed the sails up, and hove to, head to the southward: shipped a sea, which carried away the long boat, companion, and tiller, unshipped the rudder, and washed a man overboard, who was afterwards saved. At 11-10, another heavy sea struck us, which stove our stern in. Cut away our foremast, and both bower anchors, to keep the ship to the wind; employed in getting what provisions we could, by knocking the bow-port out; saved 50lbs. of bread and 5lbs. of cheese, which we stowed in the main-top: got the master's wife and female passenger up, whilst we were clearing away below, lightening the ship: most of the people slept in the top: at day-light found Patrick Cooney hanging by his legs to the catharpins, dead, from fatigue: committed his body to the deep.—Feb. 6, at 8 A. M. Saw a strange sail standing towards us: made signal of distress; stranger spoke us, and remained in company twenty-

four hours, but sent us no assistance, the American making an excuse that the sea was running too high. Made a tent of spare canvas on the forecastle; put the people on short allowance of a quarter of a biscuit a day.—Feb. 8, Saw a brig to leeward: strong gales.—Feb. 9, 10 A. M. Observed the same vessel to windward; made the signal of distress: stranger bore up and showed American colours.—Feb. 10, He spoke us, asking how long we had been in that situation, and what we intended to do—if we intended leaving the ship? answered, yes: he then asked, if we had any rigging? answered, yes: night coming on, and blowing hard, saw no more of the stranger. Suffered much from hunger and thirst. Feb. 11, Saw a large ship to the northward: did not speak her: wore, head to the northward. At this time all our provisions were out—suffered much from hunger, *having received no nourishment for nine days!* —Feb. 21, departed this life, James Clarke, seaman: read prayers, and committed his body to the deep: we were at this time on a half a gill of water a day, and suffering much from hunger: during the whole period of being on the wreck, we were wet from top to toe.—Feb. 22, John Wilson, seaman, died, at 10 A. M.: preserved the body of the deceased: *cut him up in quarters*, washed them overboard, and hung them up on pins.—Feb. 23, J. Moore died, and was thrown overboard, having eaten part of him, such as the liver and heart. From this date to Saturday, the 5th of March, the following number perished from hunger: Henry Davis, a Welsh boy; Alex. Kelly, seaman; John Jones, apprentice-boy, nephew of the owner; James Frier, cook; Daniel Jones, seaman; John Hutchinson, seaman; and John Jones, a boy; threw the last-named overboard, his blood being bitter, also, James Frier, who was working his passage home under a promise of marriage to Ann Saunders, the female passenger, who attended on the master's wife; and who, when she heard of Frier's death, shrieked a loud yell, then snatching a cup from Clerk, the mate, cut her late intended husband's throat, and drank his blood, insisting that she had the greatest right to it; a scuffle ensued, and the heroine (the words of the narrator) got the better of her adversary, and then allowed him to drink one cup to her two!—Feb. 26, On or about this day an English brig hove in sight; hoisted the ensign union downward; stranger hauled his wind toward us, and hauled his foresail up when abreast of us, kept his course, about one mile distance, set his foresail, and we soon lost sight of him: fresh breeze, with a little rain; the sea, quite smooth, but *he went off*, having shown English colours: had he at this time taken us off the wreck, much of the subsequent dreadful suffering would have been spared us.—March 7, His Majesty's ship Blonde came in sight, and to our relief, in lat. 44° 43′ N. long. 21° 57′ W. Words are quite inadequate to express our feelings, as well as those which Lord Byron and our deliverers most evidently possessed, when they found they had come to rescue six of their fellow-creatures (two of them females) from a most awful, lingering, but certain death. It came on to blow during the night a fresh gale, which would, no doubt, have swept us all over board. Lieut. Gambier came in

the ship's cutter to bring us from the wreck; he observed to us, 'you have yet, I perceive, fresh meat;' to which we were compelled to reply, 'No, Sir, it is part of a man, one of our unfortunate crew! it was our intention to put ourselves on an allowance even of this food, this evening, had not you come to our relief.' The master's wife, who underwent all the most horrid sufferings which the human understanding can imagine, bore them much better than could possibly have been expected. She is now, although much emaciated, a respectable, good-looking woman, about twenty-five years of age, and the mother of a boy seven years of age. But what must have been the extremity of want to which she was driven, when she eat the brains of one of the apprentices, saying it was the most delicious thing she ever tasted: and it is still more melancholy to relate, the person whose brains she thus was forced by hunger to eat, had been three times wrecked before, but was providentially picked up by a vessel after being two-and-twenty days on the wreck water-logged: but, in the present instance, he perished, having survived similar sufferings for a space of twenty-nine days, and then became food for his remaining shipmates! Ann Saunders, the other female, had more strength in her calamity than most of the men: she performed the duty of cutting up and cleaning the dead bodies, keeping two knives in her monkey jacket; and when the breath was announced to have flown, she would sharpen her knives, bleed the deceased in the neck, drink his blood, and cut him up as usual. From want of water, those who perished drank their own urine and salt-water: they became foolish, crawling upon their hands round the deck (when they could) and died generally raving mad."

We have only to add, that the captain, officers, and crew of the Blonde subscribed a considerable sum toward the relief of those poor creatures, whom, under Providence, they had been the means of preserving from a most dreadful death; and that Mr. Kendall, the master of the unfortunate ship, expressed his heartfelt gratitude to Lord Byron for his great humanity, distinguished benevolence, and unceasing attentions to himself and fellow-sufferers. The Blonde was paid off, at Portsmouth, Dec. 15, 1826.

Lord Byron married, Mar. 18, 1816, Mary Elizabeth, daughter of Sacheverel Chandos Pole, of Radbourne, co. Derby, Esq. and has issue several sons and daughters.

Agents.—Messrs. Stilwell.

HON. KENELM SOMERVILLE,

A SON of the late Hon. Hugh Somerville, a colonel in the army, by his second lady, Mary, eldest daughter of the Hon. Wriothesley Digby, of Meriden, co. Warwick, and only surviving brother of the present Lord Somerville, in the Scotch peerage.

This officer was made lieutenant, Nov. 11, 1807; advanced to the rank of commander Feb. 1, 1812; and subsequently employed, in the Thames troop-ship, on the North American station. His conduct during the expedition up the Patuxent river, on which occasion he held a command in the British flotilla, obtained him the "warmest acknowledgments" of Rear-Admiral Cockburn, who "earnestly recommended" him to Sir Alexander Cochrane's "favorable notice." His post commission bears date June 7, 1814.

Agent.—Sir F. M. Ommanney.

EDMUND LYONS, Esq.

A SON of the late John Lyons, of the island of Antigua, and of St. Austen's House, Lymington, co. Hants, Esq. at which latter place he was born, Nov. 21, 1790.

Mr. Edmund Lyons first went to sea, for the benefit of his health, in the Terrible 74, commanded by his early friend and constant patron, Sir Richard Bickerton, Bart. at which period he could not have been more than 8 years of age. After a cruise in that ship, having in the course of it determined to become a sailor, his parents sent him to Winchester school for three years, and at the expiration of that time placed him under the care of Sir Harry Neale, then captain of the Queen Charlotte yacht. He subsequently served five years in the Active frigate, Captain Richard Hussey Moubray, chiefly on the Mediterranean station*. One of the

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* See Vol. I. Part II. pp. 807—810. N. B. We should have mentioned, in the account of Rear-Admiral Moubray's services, that the *Active* never was in harbour a month at any one time during the whole period of his command.

official letters relative to the expedition against Constantinople informs us, that he was employed under Sir Sydney Smith's flag-lieutenant at the demolition of the formidable redoubt on Point Pesquies, Feb. 21, 1807 *; and that that gentleman spoke "in the highest terms of praise of the officers and men under his direction."

Mr. Lyons left the Active about Aug. 1808, and was appointed second lieutenant of the Baracouta brig, on the East Indian station, Nov. 21, 1809. It will be seen by reference to p. 508 of Vol. II. Part II. that he was particularly named by Captain (now Sir Christopher) Cole, as one of "*the foremost in the escalade*," at the storming of Fort Belgica, in the island of Banda Neira, Aug. 9, 1810; "*an achievement which, for boldness of conception in the design, and daring courage in the execution, has rarely been equalled, perhaps never excelled, in the annals of British enterprise.*"

The intelligence of this conquest was carried to Madras by the Baracouta; and on her arrival there, Mr. Lyons was immediately appointed flag-lieutenant to the commander-in-chief, Rear-Admiral William O'Brien Drury, after whose demise †, he continued in the Minden 74, Captain Edward Wallis Hoare, which ship was soon despatched to the coast of Java, with part of the 14th regiment on board, to await the appearance of the expedition then getting ready for the reduction of that important colony ‡. From the day of her arrival there, Lieutenant Lyons was constantly employed in reconnoitring, and assisting Captain George Sayer, of the Leda frigate, in procuring information relative to the force and position of the enemy.

In obedience to the senior officer's directions, Lieutenant Lyons frequently reconnoitred Fort Marrack, in the Straits of Sunda; and having volunteered an attack on it, Captain Hoare was ordered by Captain Sayer to place 200 troops, and 200 seamen and marines, at his disposal.

Every thing was arranged; the attempt was to have been

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* See p. 197.

† Mar. 6, 1811. See *Nav. Chron.* v. xxvi, pp. 179 and 203.

‡ See Suppl. Part II. p. 196.

made at midnight, and the Leda and Minden were to have appeared off the harbour at break of day, to further the operations; but alas! to the unspeakable mortification of Lieutenant Lyons, his captain received information that a large reinforcement had been thrown into the fort, and therefore judged it proper to defer the attack. The disappointment of a young man, who, *not yet* 21 *years of age*, had been appointed to command 400 brave fellows, on such an occasion, may be more easily conceived than described—however, an opportunity occurred soon after of attacking the same place, under circumstances still more desirable for him, as will be seen by the following official letters:—

"*H. M. S. Minden, Straits of Sunda, July* 31, 1811.

"Sir,—I beg leave to inform you, that, in compliance with Captain Sayer's directions, I despatched Lieutenant Lyons, of this ship, on the 25th inst. with her launch and cutter, containing 19 prisoners of war, with directions to land them at Batavia, and whilst there and on his return, to gain all the information possible as to the enemy's movements on this part of Java.

"On approaching Marrack, Lieutenant Lyons' extreme zeal for the service induced him, with the force he commanded, to attack that fortress, *the success of which so very far surpasses all my idea of possibility, with so small a force*, that any comment from me would be superfluous.

"I have directed Lieutenant Lyons to state his reasons for making the attack, and his mode of doing so, which I enclose for your consideration; and have only to add, that his conduct on every former occasion, since he has been under my command, has merited my warmest approbation and esteem. I have the honor to be, &c.

(Signed) "E. W. HOARE."

"*To Commodore Broughton, &c. &c. &c.*"

(ENCLOSURE.)

"*H. M. S. Minden, July* 31, 1811.

"Sir,—In obedience to your directions, to state my reasons for attacking Fort Marrack, on Tuesday, the 30th inst. with two boats' crews of H. M. S. Minden, I beg to refer you to the annexed letter, which I regret miscarried, notwithstanding my earnest endeavours to forward it.

"You likewise desire me to describe the mode of attack, which was as follows:—

"Having made every necessary arrangement during the day, I placed the boats at sunset behind a point which sheltered them from the view of the enemy's sentinels; at half-past twelve, the moon sinking in the horizon, we proceeded to the attack, and were challenged by the sentinels, on open-

ing the point; at this instant a volley of musketry from the enemy precluded all hope of a surprise, I therefore ran the boats aground in a heavy surf, under the embrasures of the lower tier of guns, and placed the ladders on them, which were mounted with that bravery inherent in British seamen, whilst a few men placed for the purpose, killed three of the enemy in the act of putting matches to the guns. A few minutes put us in possession of the lower battery, when we formed the men, and stormed the upper one: on reaching the summit of the hill, we perceived the garrison drawn up to receive us; they sustained our fire, but fled from the charge, on my calling to them, that we had 400 men, and would give no quarter.

"At one o'clock, the other battery and two gun-boats opened their fire upon us, which we returned with a few guns, whilst the remainder of the men were employed in disabling the guns in our possession, and many other parts of the battery which it was practicable to destroy: we had completed this by day-light, when I judged it prudent to embark; on reaching the boats, I had the mortification to find the launch bilged, and beaten up so high by the surf, as to leave no prospect of getting her afloat; I therefore felt it a duty incumbent on me to embark the men in the cutter.

"The sun was now rising, and I humbly flatter myself, the momentary gratification the enemy may have felt by our leaving the launch, must have vanished when he beheld a small boat bearing away his colours, a public and undeniable proof of the few men who attacked him, amounting to only thirty-five, including officers.

"Having detailed the particulars of this little enterprise, I beg to point out in the strongest terms, the very conspicuous gallantry of Mr. William Langton, midshipman, who received a slight wound from a bayonet, and of Mr. Charles Henry Franks, a youth of fifteen, who volunteered to hoist the British colours, a service he performed most gallantly, under a heavy fire*. I hope the above detail may be considered a sufficient panegyric on the bravery of the seamen employed, and I have heartfelt satisfaction in adding, that we had only four men slightly wounded; I imagine the loss of the enemy must have been severe, but only know of three being killed. Marrack is situated on a promontory mounting 54 guns, (18, 24, and 32-pounders), and was garrisoned at that time by 180 soldiers, and the crews of two gun-boats. I have the honor to be, &c.

(Signed) "EDMUND LYONS."

"*To Captain Hoare, H. M. S. Minden.*"

(LETTER ALLUDED TO ABOVE.)

"*H. M. S. Minden's Launch, Pulo Panjang, July* 28, 1811.

"Sir,—I had some conversation yesterday with several very intelligent residents of Batavia, from which I drew the following conclusions,—

"That the enemy has no intimation of the expedition being near Java, and I am pretty well assured he does not expect to be attacked this mon-

* Son of Charles Franks, Esq. of Cork, Ireland.

soon; I therefore conceive an attack on Fort Marrack, may draw his forces towards that quarter, and make a favorable diversion, and for this reason I intend to storm it on Monday night, which I hope may meet with your approbation.

"I beg to assure you, that Mr. Langton and I have succeeded in inspiring the men with a degree of confidence necessary for the undertaking, and have no doubt of a favorable issue. I have the honor to be, &c.

(Signed) "EDMUND LYONS."

"*To Captain Hoare, &c.*"

Immediately after this most splendid exploit, Lieutenant Lyons was despatched in the Minden's cutter to await Commodore Broughton's arrival off Batavia, and to communicate to him the destruction of Fort Marrack. In a letter from that officer to the Secretary of the Admiralty, dated Aug. 10, 1811, he says, "I beg you will be pleased to inform their Lordships, that, *although the attack was made contrary to orders, yet I cannot refrain from highly approving the gallantry and zeal displayed on this occasion by Lieutenant Lyons, and the petty officers and men under his command, against the very superior force of the enemy.*"

On the arrival of Commodore Broughton, Lieutenant Lyons was appointed to command five gun-boats, which had been most gallantly taken a few days before by Captain Robert Maunsell*. We subsequently find him serving in the batteries opposed to Meester Cornelis, under the orders of Captain Sayer, who had made a special request for him to be thus employed, instead of returning to his ship, which was then at a distant part of the island. In answer to this application, Captain Sayer received the following message from Rear-Admiral the Hon. Robert Stopford:—

"I beg you will tell Mr. Lyons from me, that *I consider myself fortunate and happy in procuring the services of an officer who so eminently distinguished himself by his gallant and successful attack on Fort Marrack, and I fully approve of his remaining with you.*"

In order to avoid repetition, we must here refer our readers to the memoir of Captain Sayer, C. B. for an account of the services performed by the naval brigade, under his command, during the operations against the enemy in Java. It will

* See p. 37.

there be found stated, that Meester Cornelis was taken by assault on the 26th August*.

At that period, Captain Sayer, and the subject of this memoir, had been four months actively employed in paving the way for the complete expulsion of the enemy from the Eastern hemisphere, and their minds so fully engaged, that they felt no ill effects from the climate and constant exposure; but the evening after the glorious assault of Cornelis, when the seamen were ordered to re-embark, they were both attacked with the fever, and for some days Captain Sayer's life was despaired of. Lieutenant Lyons was obliged to be invalided, and just as he was about to sail for England, he received the following letter from his distinguished commander and friend:—

"*H. M. S. Leda, Batavia Roads, Aug.* 31, 1811.

"My dear Lyons,—I should have written to you sooner, but I have been so weak till to-day, that I have been unable.

"I would thank you for your assistance, but could hardly find terms strong enough to convey my meaning.

"As our acquaintance has now been of some duration, I have taken a few liberties with your name to our admiral, that he may publish to the Admiralty, the character of so meritorious a fellow as it deserves to be. Yours ever sincerely.

(Signed) "GEORGE SAYER."

"*To Lieut. Lyons, H. M. S. Minden.*"

Mr. Lyons returned home with Captain Cole, in the Caroline frigate; and obtained the rank of commander, Mar. 21, 1812. In April, 1814, he was appointed to the Rinaldo brig, on the Downs station, which vessel formed part of the squadron under the Duke of Clarence, when H. R. H., as Admiral of the Fleet, escorted Louis 18th to France, and the allied sovereigns of Russia and Prussia to England. She also brought over from Boulogne, Mr. Planta, the bearer of the treaty of Paris.

Captain Lyons' post commission bears date June 7, 1814; from which period he remained unemployed till Jan. 18, 1828, when he was appointed to the Blonde 46, fitting for the Me-.

See Vol. II. Part I. pp. 354—357.

diterranean. On the 30th Oct. following, he reported to Vice-Admiral Sir Pulteney Malcolm, commander-in-chief on that station, the submission of the last hold of the Turks in the Peloponnesus: the following is an extract of his official letter to that officer:—

"In obeying your order to act in concert with the senior officer of his Most Christian Majesty's ships, I have had the good fortune of finding myself associated with those distinguished officers, Captains Mauduit Duplessis, of *la Duchesse de Berri*; Hugon, of *l'Armide*; and Villeneuve, of *la Didon*; and in detailing the proceedings of the Blonde, I at the same time describe those of the French frigates; for I assure you, that throughout an arduous service of twelve days and nights, in very unfavourable weather, the most perfect concert and hearty co-operation have been invariably manifested.

"On the 18th instant, General Schneider expressed a wish that four 18-pounders should be landed from each ship; and in less than four hours they were on shore, with all their appointments; the difficulties occasioned by the surf on the beach being overcome by the fine spirit which animated all, French and English being in the water mutually assisting each other. In this operation, the zeal and intelligence of Lieutenant Thomas Saumarez Brock were very conspicuous.

"On the 20th instant, Lieutenants Alfred Luckraft and Sidney Colpoys Dacres; Messrs. Mockler, Hay, Blair, and Austen, mates; and Messrs. de Saumarez, Kennedy, Hawkins, and Dor, midshipmen, landed with a party of seamen and commenced making the batteries, under the direction of the French officers of engineers and artillery.

"At nine o'clock on the 22d, the battery opened its fire on Morea Castle, and in a few hours silenced the guns opposed to it; but as the army advanced in their approaches to the breaching battery, the castle opened fresh guns, which rendered it necessary for the marine battery to fire at intervals, for eight days and nights.

"Last evening, the guns of the frigates, with two 24-pounders, which Admiral de Rigny landed from the *Conquerant* on his arrival, and such of the battering train as the weather enabled us to disembark, were fairly established in the two breaching batteries, named by Lieut.-Gen. Maison, *Charles X.* and *George IV.*, the French and English guns being promiscuously placed in each; and at day-light this morning, together with the mortar battery and the Ætna bomb, opened such a tremendous fire on the castle as to produce, in four hours, an unconditional surrender.

"I am sure you will be glad to find, that the zeal and professional talent exhibited by Captain Stephen Lushington, his officers, and ship's company, have excited the admiration of all.

"The Ætna was worked up in the night, under reefed courses, and close reefed topsails, anchored, and sprung, with such precision, within

800 yards of the castle, as to enable that intelligent officer, Lieutenant George Logan, of the royal marine artillery, to throw 102 shells into the castle, only the first four going too far. Captain Lushington assures me, that he received the most valuable assistance from Lieutenant Baldwin W. Walker.

The gallantry and zeal displayed by our countrymen on this occasion are highly eulogised by the commander of the French forces, the Marquis Maison, in his official despatches, dated Oct. 31, at which period the British colours were flying alongside the lily of France, upon the lately supposed impregnable walls of the "Chateau de Morea."

Captain Lyons married, July 18, 1814, Augusta, second daughter of the late Captain Josias Rogers, who commanded the Quebec frigate, at the capture of the French West Indian islands, in 1794, and was cut off in the midst of a gallant and prosperous career, to the infinite sorrow of his patron, Admiral Sir John Jervis, who pronounced him to have "*a mind fertile in resources, a clear head, and a gallant heart.*" Mrs. Lyons is a niece to the late Rear-Admiral Thomas Rogers, who died suddenly in her arms, at Tours, in France, Sept. 20, 1814.

SIR CHARLES SULLIVAN, BART.

THIRD son of Sir Richard Joseph Sullivan, Bart. M. P. for Seaford, who died in 1806, by Mary, daughter of Thomas Lodge, of Leeds, Esq. He was born June 8, 1791; made lieutenant, April 25, 1808; commander, Mar. 24, 1812; appointed to the Penelope troop-ship, Oct. 26, 1813; and posted June 7, 1814. Since the peace he has commanded the Galatea frigate, employed in various services, for the usual period of three years.

This officer married, Nov. 21, 1818, the only daughter of Robert Taylor, of Ember Court, co. Surrey, Esq. His eldest surviving brother, Sir Henry Sullivan, Bart. Lieutenant-Colonel of the first regiment of Foot Guards, was killed before Bayonne, in April, 1814.

Agent.—J. Copland, Esq.

RICHARD FOLEY, Esq.

Son of the late Richard Foley, of Haverfordwest, co. Pembroke, Esq. and nephew to Admiral Sir Thomas Foley, G. C. B. under whose auspices he entered the navy, as a midshipman, on board the Elephant 74, in 1800. After the battle of Copenhagen, we find him serving in the Medusa frigate, Captain (now Sir John) Gore, and subsequently in the Ambuscade 32, Captain William D'Urban, on the Mediterranean station. In 1806, he received a wound, at the siege of the Tremiti islands*. His first commission bears date April 24, 1807.

From this period Mr. Foley successively served as lieutenant of the Illustrious 74, Eagle of the same force, and Barfleur 98, until promoted to the command of the Zenobia brig, employed on the coasts of Spain and Portugal, May 11, 1812. He obtained post rank, June 7, 1814.

The death of Captain Foley's father has been alluded to in our memoir of Sir Thomas Foley, where we have also given an extract of a letter from Nelson to his gallant companion in arms, condoling with him on his loss, and desiring always to be reminded of his nephew†.

Agents.—Messrs. Chard.

HENRY JENKINSON, Esq.

Eldest son of Lieutenant-General John Jenkinson. He was made lieutenant, Dec. 11, 1809; promoted to the command of the Jasper brig, Aug. 13, 1812; and posted June 7, 1814.

Captain Jenkinson married a daughter of the late Sir Thomas Dyke Acland, Bart.

Agents.—Messrs. Cooke, Halford, and Son.

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* See Suppl. Part II. p. 439. † See Vol. I. Part I. p. 371.

JOHN MARSHALL, Esq.

A Companion of the Most Honorable Military Order of the Bath; Knight of the Highest Russian Military Order of St. George; and Knight of the Swedish Military Order of the Sword.

This officer obtained the rank of commander, Oct. 24, 1812; and was a passenger on board the Java, when that frigate was captured by the Americans, in the month of Dec. following*.

On the 11th Nov. 1813, Captain Marshall was appointed to the Shamrock brig, then employed in the arduous and severe services which led to the investment, and finally to the surrender, of Gluckstadt and Hamburgh.

Immediately after he had joined the Shamrock, off Cuxhaven, Captain Marshall was sent higher up the Elbe, with a detachment of gun-boats under his orders, for the purpose of watching the enemy at Gluckstadt until the arrival of Baron de Boyé, who was then marching towards that fortress. The subsequent operations of the allied Anglo-Swedish forces, are thus officially described by Captain Arthur Farquhar, the senior British officer:—

"*December*, 23, 1813.

"On Sunday, the 19th instant, I was made acquainted, by letter from Captain Marshall, that a detachment of the Swedish army was advancing towards Gluckstadt; I determined to move up next morning with H. M. S. Desirée and the Blazer, but the weather was so extremely thick that it was impossible to move: the same day I received another communication from Captain Marshall, that Stoar battery, a little below Gluckstadt, was attacked by the Swedes, when the enemy set fire to the gun-carriages, spiked their guns, and retreated into the town; I therefore resolved to proceed up the river that night in a gun-boat, and ordered the frigate and brig to come up as soon as the weather should clear. They arrived this morning."

"*January* 2, 1814.

"On the 23d ult., six 32-pounders were landed, to be formed into a battery, assisted by a party of seamen and marines of this ship, under the command of Captain Green (late of the Shamrock), Lieutenants Haultain and Archer, and Mr. George Richardson, midshipman. On the 25th, two

* See Captain Henry Ducie Chads, C. B.

guns only were in battery, which were intended to flank the pier-head and enemy's gun-boats: from the extreme badness of the roads, the officer in command of the engineers did not prepare for more, conceiving that those, in a joint attack, might prove sufficient.

"There was not water to enable the Desirée to approach within gun-shot of the fortress; to obviate this misfortune as much as possible, I deemed it expedient to strengthen our attack, by putting two long 18-pounders from this ship into each brig. On the evening of the 25th, I ordered the gun-boats to cannonade the town. On the following morning, a general attack was made by the brigs and gun-boats, under the immediate direction of Captain Marshall, which was kept up with great spirit the principal part of the day, and did the enemy considerable injury in the fortress, as well as sinking one of his gun-boats.

"On the 27th, the attack was renewed with equal spirit and effect, and continued on the morning of the 28th. Finding, however, the fire from the fortress still continued extremely heavy, and well-directed, both to the sea and land, it was resolved, without delay, to strengthen our batteries; and, for that purpose, I lost no time in landing two long 18-pounders from this ship, and two mortars taken from the enemy at Cuxhaven *.

"Having, on the 31st, completed our batteries, consisting, the first of two long 18-pounders, served with red-hot shot; the second of four 32-pounders, and the third of two mortars, exclusive of those of the co-operating land force; on the morning of the 1st instant, a most tremendous attack was made on the enemy's works, both by sea and land, and continued until this night; but, notwithstanding the town was fired in several places, the garrison still returned a very spirited and determined opposition.

"*January* 6, 1814.

"On the 4th, the garrison was summoned; but the governor's answer (requesting that he might be allowed time to send to his sovereign at Copenhagen) being inadmissible, I again ordered the squadron to advance to the attack. Negociations were then happily set on foot, and yesterday this extremely strong fortress, which has been several times besieged by powerful armies, but never carried, was, at length, after an investment of sixteen days, and a most effectual bombardment of six, surrendered to a division of the Crown Prince of Sweden's army, under the command of Baron de Boyé, and that of his Britannic Majesty's squadron under my command, as per margin †. But in justice to the governor and garrison of Gluckstadt, I beg to state, that they defended their post as brave men, and that the cause of humanity appears to have determined the governor to surrender.

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* See Captain ANDREW PELLET GREEN.

† The same vessels as were with him at Cuxhaven, but reinforced by the Hearty brig, Captain James Rose; and a gun-boat, No. 12, Lieutenant John Henderson

"The city has suffered much by fire, as well as in deaths, and I firmly believe, a few days' bombardment would have entirely destroyed it. On the nights of the 2d and 3d, we had two 18-pounders and two 32-pounders within point-blank, constantly at work with red-hot shot, besides the mortar and rocket battery, which caused immense destruction, and kept the city in constant flames.

"I have now a most pleasant duty to perform, in expressing my best thanks and praise of the conduct of all the officers and men employed in this most arduous service, both by land and water, at this inclement season of the year * * * *; both brigs and gun-boats have received a considerable number of shot in their hulls, and rigging much cut. Nos. 1 and 12 gun-boats were dismasted; but the damage has been replaced, and the squadron is again in an effective state. * * * *.

(Signed) "ARTHUR FARQUHAR."

The "almost miraculously small loss" of the British on this occasion has been stated at p. 934 of Vol. II. Part 1. *The following is a copy of that part of Captain Farquhar's official letter to Admiral Young which did not appear in the London Gazette:—the cause of its suppression we are at a loss to surmise:—*

"To Captain Marshall I am particularly indebted for his zeal in the performance of his duty. To Captains Banks and Rose, Lieutenant Kneeshaw, and Sir George Keith, every praise is due for their able support during the bombardment. Lieutenant Kneeshaw, who will have the honor of carrying home this despatch, is an officer of great merit: his attention to his duty, since he has been under my command, claims my warmest approbation. He is an old officer, and has lost his right arm in the service of his country.

"I am also much indebted to Captain Green, who commanded the seamen's battery, and under him Lieutenants Haultain (volunteer) and Archer (2d of this ship), and Mr. George Richardson, midshipman, who has served his time, and passed for a lieutenant more than two years. Our shore batteries did the fortress incalculable mischief.

"The service the gun-boats has been employed on since under my command, I am sure will be duly appreciated by you, Sir, as well as by my Lords Commissioners of the Admiralty: for these last three months, a more trying and arduous service than that they have been engaged in (both officers and men), particularly against this place, and at this season of the year, never was performed, and this without a murmur or complaint. Lieutenant Hanmer, as senior officer, I cannot omit to mention; a more zealous officer does not exist. Lieutenant Henderson was of the greatest assistance to me during the whole time I was in the river Weser.

"Messrs. Thomas Riches and John Hallowes, petty officers, have commanded gun-boats ever since they were fitted out, and I beg most strongly to recommend them as young men highly deserving promotion. I cannot

close this account without doing justice to Lieutenant Jack, at present the senior lieutenant of this ship, who has carried on the service with great activity on all occasions, and particularly when my personal attendance was required on shore, in different situations during the siege."

On the 9th Jan. 1814, after considerable difficulty from the ice, the Shamrock entered the haven of Gluckstadt, and took possession of the Danish flotilla there, consisting of one brig and seven gun-boats. From thence Captain Marshall was despatched to Kiel, in order to establish the claims of the British squadron to the enemy's vessels, naval stores, &c. taken in the Elbe.

On the breaking up of the ice, the Shamrock proceeded to Cuxhaven, where she remained whilst six of the gun-boats, under the directions of her only Lieutenant, Mr. James Edgecombe, co-operated with the allies at the reduction of Hamburgh and Haarbourgh.

Captain Marshall was advanced to post-rank, June 7, 1814; and nominated a C. B. in June, 1815. At the commencement of the latter year he obtained the royal license and permission to accept and wear the insignia of the foreign orders mentioned at the commencement of this memoir, "with which their Imperial and Royal Majesties, the Emperor of all the Russias, and the King of Sweden, had respectively honored him, in testimony of the high sense which those Sovereigns entertained of his bravery aud services during the siege of Gluckstadt, and at the blockade of Hamburgh and Haarburgh *."

In 1826, Captain Marshall was appointed superintendant of the lazarettos at Milford, from whence he removed to the quarantine establishment in Standgate Creek, about Jan. 1827. He married, in 1828, Augusta Eliza, youngest daughter of J. Wynne, of Garthmello, co. Denbigh, Esq. and grand-daughter of the late Dr. S. Parr, Prebendary of St. Pauls.

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* *London Gazette*, Jan. 10, 1815.

EDWARD SAURIN, Esq.

A Commissioner of the Stamp Office.

Son of the Right Hon. William Saurin, late Attorney-General for Ireland.

We first find this officer serving as master's-mate of the Emerald frigate, Captain Frederick Lewis Maitland, and assisting at the destruction of l'Apropos, French national schooner, in Vivero harbour, Mar. 14, 1808 *. His first commission bears date May 2, 1810.

Early in the following year, Lieutenant Saurin was appointed to the Alcmene 38, fitting for the Mediterranean station, where he had the misfortune to lose his right arm, May 22, 1812.

The boats of that ship had been placed under his command by Captain Edwards Lloyd Graham, and despatched from Lissa, to intercept any of the enemy's convoys that might attempt to pass between Curzola and the main. After capturing two or three small vessels laden with wine, they rendezvoused at an adjacent island, from the top of which two sail were soon discovered. Four of the boats immediately went in chase, leaving Mr. Holbrook (senior) midshipman, with the launch, having a 12-pounder carronade mounted, to protect the prizes already taken.

The sun was setting when Lieutenant Saurin left the island, and the boats did not get sight of the strangers until 10 P. M., when they were again seen. Soon afterwards, 5 more were discovered; and their numbers continued to increase until at length thirteen sail could be counted. The boats had formed in a line, and were within gun-shot of two of the largest, when Lieutenant Saurin ordered them to pull up and board one which he imagined to be an armed vessel. The enemy were silent until the pinnace gave them a shot from a small brass piece mounted in her bow, upon which several of them instantaneously opened their fire. She continued to advance, and had got alongside the immediate object of attack, when a carronade was discharged into her, loaded with

* See Vol. II. Part I. p. 394, *et seq.*

landgridge-shot and musket-balls, which made a dreadful havoc among her crew. The other boats, having taken their stations, were now attempting to board also, encouraged by the voice and example of their gallant leader, who, although badly wounded, still persevered, and, after some time, gained a footing on her deck. At length the vessel was carried; but not until the whole of her crew were either killed or wounded. On finding that she was subdued, the others turned their fire upon her, nor did they discontinue it until she was towed out of gun-shot. The slaughter on the part of the British was likewise dreadful—the pinnace alone had no less than 20 officers and men killed and wounded; Lieutenant Saurin was shot through the right wrist and left arm, his neck-cloth was cut through the different folds, and his sabre broken by a ball. Lieutenant Webb, R. M. was shot in the leg, and Mr. Holbrook (junior), midshipman, through the body. The assistant-surgeon also was wounded, in one of the other boats. In the official account of this sanguinary affair, no part of which was ever published, the names of midshipmen Oakes, Johnson, Peake*, and Holbrook (junior), are mentioned in terms of commendation †.

Mr. Saurin obtained the rank of commander Dec. 12, 1812; and a pension, the present amount of which is 300*l.* per annum, Feb. 24, 1813. He was appointed to the Hope brig, July 6, in the latter year, and promoted to post rank June 7, 1814.

Agents.—Messrs. Cooke, Halford, and Son.

EDWARD HODDER, Esq.

Was made lieutenant in 1794; commander April 27, 1801; appointed to the Tisiphone sloop, stationed off Lymington, April 13, 1813; and posted June 27. 1814.

* Now Lieutenant Charles Peake, of whom we have spoken at p. 344 of Suppl. Part II.

† Mr. Holbrook (senior), immediately he heard the firing, hastened to the assistance of his friends, and was of great service in securing the dearly purchased prize, in towing her during the night, and in taking care of the wounded.

In April, 1820, Captain Hodder was assaulted in Hyde Park, by an armed black, who, under a threat of charging him with an offence of a detestable nature, extorted some money from him. Captain Hodder caused the miscreant to be instantly apprehended, and in the following month he was executed at the Old Bailey.

Captain Hodder died in France, at the commencement of the present year.

JOHN HARDY GODBY, Esq.

Son of the late John Godby, Esq. Steward of the Royal Hospital, Greenwich, by a daughter of Josiah Hardy, Esq. H. M. Consul at Cadiz, and formerly Governor of the Jerseys, North America *.

He was made lieutenant in 1800; commander Sept. 25, 1806; appointed to the Prospero sloop, Nov. 18, 1809; and posted June 27, 1814. On the 17th Feb. 1811, he destroyed a Danish privateer cutter, of 2 guns and 25 men, near Christiansand, on the coast of Norway.

Agents.—Messrs. Cooke, Halford, and Son.

CHRISTOPHER STRACHEY, Esq.

Knight of the Imperial Russian Order of St. Wladimer.

This officer was made lieutenant in 1798; and promoted to the command of the Jalouse brig, April 29, 1802. On the 14th June, in the following year, he assisted at the capture of la Commode French national brig, and l'Inabordable schooner, each mounting 4 heavy guns. In the performance of this service, the master's-mate of the Jalouse was badly wounded †.

We next find Captain Strachey commanding the Dauntless praam, on the Downs station, from whence he was sent, with two other vessels of the same description under his orders, to

* See Suppl. Part II. p. 351, *et seq.*

† See Suppl. Part I. p. 12.

assist in the defence of Dantzic, where he arrived about May 13, 1807. His gallant attempt to relieve the besieged garrison, and the capture of the Dauntless, by the French troops on the banks of the Vistula, have been related at p. 232 of Suppl. Part I.

Captain Strachey obtained post rank June 28, 1814; and permission to accept and wear the insignia of the above Order (conferred upon him for his services before Dantzic), Mar. 20, 1820.

Agent.—J. Copland, Esq.

CHARLES SHAW, Esq.

Second son of Sir John Gregory Shaw, Bart. by Theodosia Margaret, third daughter of John, second Lord Monson.

This officer was born Aug. 18, 1785; and promoted to the command of the Philomel brig, on the Mediterranean station, Sept. 26, 1811. In Aug. 1812, he ran a French privateer polacre on shore, near Valencia, where she was burnt by her crew to prevent him getting possession of her. His post commission bears date July 1, 1814.

Captain Shaw returned home in the Termagant 28, and was subsequently employed for a short time on the East Indian station. He married, April 13, 1822, Frances Ann, fourth daughter of Sir Henry Hawley, Bart.; and died at Pembury, co. Kent, May 2, 1829.

JAMES WEMYSS, ESQ.

M. P. for Fifeshire.

This officer is the eldest son of the late General Wemyss, of Wemyss, M. P. by a daughter of the first General Sir William Erskine, who served in America, and subsequently on the continent with H. R. H. the Duke of York. His cousin, we believe, is the present Duchess of Gordon.

Mr. Wemyss was born in 1789; and he entered the navy, as a midshipman on board the Unicorn frigate, Captain Charles

Wemyss, in 1801. We afterwards find him serving in the Tonnant 80, and Culloden 74; the former ship commanded by Sir Edward Pellew, now Viscount Exmouth, and employed off Ferrol and Corunna; the latter bearing that officer's flag, as commander-in-chief in India.

In 1807, Mr. Wemyss acted as lieutenant of the Victor sloop, Captain George Bell, and bore a part in one of the most sanguinary fights that ever took place on any vessel's deck: the official account thereof will be found at p. 33 *et seq.* of Suppl. Part II. Some time after this severe conflict, he passed his examination, and was immediately appointed flag-lieutenant to Sir Edward Pellew, with whom he also served as such in the Christian VII. 80, and Caledonia 110, off the Scheldt and in the Mediterranean; on which latter station he was promoted to the command of the Pylades sloop, Feb. 1, 1812.

On the 5th Oct. 1813, Captain Wemyss assisted at the capture of 29 French vessels, lying in Port d'Anzo, chiefly laden with timber for the arsenal at Toulon*. In April 1814, he received the public thanks of Sir Josias Rowley, for his "ready assistance" during the successful operations against Genoa †.

Immediately after the reduction of that fortress, Captain Wemyss was appointed to command the Rainbow 26, which ship he paid off in the month of Dec. following. His post commission bears date July 1, 1814.

Captain Wemyss married, Aug. 8, 1826, Lady Emma Hay, sister to the Earl of Errol.

Agent.—T. Collier, Esq.

WILLIAM M'CULLOCH, Esq.

Was born in 1780; made lieutenant Sept. 28, 1807; commander Jan. 22, 1810; and post captain July 8, 1814. He subsequently commanded the Barrosa frigate on the Leeward

* See Vol. II. Part I. p. 423.

† See *Id.* p. 430.

Islands station, where he captured an American letter of marque and several unarmed merchantmen. From Aug. 1815 until his demise, in June, 1825, he had the direction of the eastern division of the coast blockade service.

ARDEN ADDERLEY, Esq.

Received his first commission April 6, 1804, and served as lieutenant on board the Hibernia 110, bearing the flag of Earl St. Vincent, who made him a commander Aug. 4, 1806.

On the 21st Feb. 1811, Captain Adderley, then in the Echo sloop, on the Downs station, captured la Confiance French privateer schooner, of 16 guns and 62 men. His next appointment was to the Crocus brig, in which vessel he captured le Formica privateer, of 2 guns and 25 men, on the coast of Barbary, Sept. 4, 1812. He obtained post rank July 19, 1814.

Agent.—J. Copland, Esq.

JAMES BOXER, Esq.

Is a native of Dover. We first find him serving as master's-mate of the Tigre 80, Captain Sir Sidney Smith, who gave him the command of a gun-boat, employed in the defence of St. Jean d'Acre. His advancement to the rank of lieutenant took place in Nov. 1800; and he was subsequently presented with the Turkish gold medal for his services in the Levant.

Mr. Boxer next presents himself to our notice as lieutenant of the Pompée 74, at the seige of Copenhagen; and he appears to have been included in the general promotion of officers belonging to Lord Gambier's fleet, Oct. 13, 1807. In the spring of 1809, being then commander of the Skylark brig, he was employed in ascertaining the strength of the enemy's defences at Flushing, &c. preparatory to the commencement of the Walcheren expedition.

On the 10th Nov. 1811, the Skylark, in company with the

Locust gun-brig, Lieutenant John Gedge, discovered and pursued twelve French gun-vessels, one of which was driven on shore near Calais, and another, a brig, of 4 long 24-pounders and 60 men, captured, under a heavy fire from the enemy's batteries and musketry. On the 3d May, 1812, the Skylark was unfortunately wrecked near Boulogne.

Captain Boxer's next appointment was, Feb. 15, 1814, to the Albacore sloop, in which vessel he was serving when promoted to post rank, July 19 following.

Agents.—Messrs. Cooke, Halford, and Son.

RICHARD O'CONOR, Esq.

Was made lieutenant, Feb. 1, 1806; commander, Aug. 17, 1810; and post-captain, Aug. 16, 1814.

Agent.—Sir F. M. Ommanney.

FRANCIS ERSKINE LOCH, Esq.

Was a midshipman of the Queen Charlotte, bearing the flag of Lord Keith, when that noble ship was destroyed by fire, near Leghorn, Mar. 17, 1800*. He obtained the rank of lieutenant Jan. 22, 1806, and subsequently served under the same distinguished officer in the San Josef 112.

On the 21st Oct. 1812, Mr. Loch, then acting commander of the Rover sloop, captured the American letter of marque Experiment, of 6 guns and 17 men, laden with cotton and rice, from Charlestown bound to Bourdeaux. His commission was confirmed by the Admiralty, Jan. 6, 1813; and in Aug. following, he received an appointment to the Sparrow brig, which vessel formed part of the squadron under Sir George R. Collier, and was very actively employed at the siege of St. Sebastian. On the 10th Nov. 1813, she sustained some slight damage in the hull and sails, while making a naval demonstration in

* See Vol. II. Part I. p. 418, *et seq.*; and *Nav. Chron.* v. xxviii, p. 8.

the rear of Socoa, preparatory to the attack of the enemy's lines by Lord Wellington. On the 26th Mar. 1814, her master was killed and one man wounded, in a partial ac[illegible] with two French frigates, afterwards taken by the Hebrus 36, and Hannibal 74 *.

Captain Loch was posted into the Minstrel of 26 guns, Sept. 29, 1814; and appointed to the Eden, a ship of similar force, fitting for the East Indies, Mar. 21, 1818 †. He returned to England from that station, Aug. 11, 1821; and was soon afterwards put out of commission.

Agents.—Messrs. Stilwell.

GEORGE KIPPEN, Esq.

Was born in 1781. He entered the navy in 1796, and served as midshipman on board the Captain 74, bearing the broad pendant of Commodore Nelson, at the defeat of the Spanish fleet off Cape St. Vincent, Feb. 14, 1797. He also fought under the same hero at Teneriffe, the Nile, and Trafalgar. We subsequently find him serving under Sir Alexander Cochrane, on the Leeward Islands station, where he was promoted to the command of the Peruvian brig, Aug. 21, 1812. In that vessel he captured, after an anxious chase of 15 hours, and a running fight of some duration, the American privateer ship John, of 16 guns and 100 men. He obtained post rank Oct. 1, 1814; and died, in Scotland, Aug. 21, 1826.

CHARLES JULIUS KERR, Esq.

Is descended from the Kerrs of Fernyhirst, N. B. His grandfather, James Kerr, Esq. was chosen M. P. for Edinburgh, at the general election that took place after the rebellion of 1745, and married the third daughter of Lord Charles Kerr, second son of Robert, the first Marquis of Lo-

* See Suppl. Part I. p. 215. † See *id.* p. 429.

thian. His father being a younger son, was brought up to the medical profession, and married a daughter of David Wardrobe, Esq. formerly a surgeon in Edinburgh.

This officer entered the navy, in July 1799, as a midshipman on board the Ajax 80, Captain the Hon. Alexander I. Cochrane, under whom he served until that ship was paid off, on her return from the Mediterranean, in the spring of 1802*. He then joined the Diamond frigate, Captain Thomas Elphinstone, who gave him the charge of a detained American, from Bourdeaux, in which vessel he was captured by l'Avanture French privateer, and carried into St. Andero, where he fortunately obtained his release, through the interference of the British consul, thereby escaping a ten years' sojourn at Verdun. In Dec. 1804, he assisted at the capture of the Spanish corvette Infanta Carlos, with a valuable cargo, and 120,000 dollars in specie, from the Havannah bound to Corunna.

In Oct. 1805, Mr. Kerr removed to the Northumberland 74, bearing the flag of Rear-Admiral Cochrane, by whom he was promoted into the Jason frigate, on the Leeward Islands station, Dec. 31, following.

On the 1st June, 1806, Lieutenant Kerr was sent in the Jason's barge with two other boats under his command, to destroy a battery, supposed to contain only one gun, near Aguadilla, on the N.W. side of Porto Rico. In attempting to land close to it, the barge grounded on a piece of coral, and the men unexpectedly plunged breast high into a hole between her and the shore, by which their ammunition was rendered totally useless: the Spaniards in the mean time kept up a smart and well-directed fire. In this situation, Lieutenant Kerr, considering that either hesitation or retreat threatened certain destruction to the whole party, instantly determined to storm the fort, and succeeded in carrying it, with the loss of several men killed and wounded. Among the former was the acting master of a schooner then in company with the Jason, who, while speaking to Lieutenant Kerr, received four musket-balls at the same moment, and immedi-

* See Vol. I. Part I. p. 259.

ately expired. In the battery, instead of a single gun, were found mounted one long 24-pounder, three brass twelves, an 8-pounder, and a field-piece. The latter was quickly turned against the Spaniards, who had fled into the woods, and were still lurking there; but, unfortunately, a spark fell on some loose powder, which communicated with the magazine, and caused a most destructive explosion. Lieutenant Kerr was wounded in the leg by a splinter, and had his face very much burnt: of 40 men who landed from the boats, only 18 remained uninjured. On this circumstance being communicated to the committee of the Patriotic Fund, they distributed rewards to the wounded sailors, and voted Lieutenant Kerr 100*l.*, for which a handsome sword was afterwards substituted at his particular request.

On the 27th Jan. 1807, the Jason captured la Favorite French corvette, formerly a British sloop, mounting 29 guns, with a complement of 150 men *.

In June 1808, Mr. Kerr became flag-lieutenant to his early patron, Sir Alexander Cochrane, by whom he was successively appointed acting captain of the Circe frigate, and commander of the Julia and Wolverene brigs. His commission as commander bears date Nov. 30, 1808, and his appointment to the latter vessel Dec. 11, 1809.

On the 9th Nov. 1811, Captain Kerr assisted at the capture of la Courageuse French privateer schooner of 14 guns and 70 men, near the Eddystone; and on the 7th Oct. 1813, we find him capturing a French national lugger of 6 guns and 32 men, off Cape Barfleur. About the latter period, he intercepted the King of Rome, American letter of marque, laden with colonial produce.

On the 4th Sept. 1814, this officer received an order to act as captain of the Tonnant 80, bearing the flag of Sir Alexander Cochrane, on the coast of North America. This appointment was confirmed by the Admiralty on the 5th of the following month, and he continued to command that ship until June 1815, since which he has not been employed.

Agents.—Messrs. Maude and Co.

* See Suppl. Part I. p. 135.

JOHN PALMER, Esq.

Entered the navy in Jan. 1781, and was a midshipman on board the Shrewsbury 74, Captain (now Sir John) Knight, in the actions between Sir Samuel Hood and the Count de Grasse, at the anchorage before Basseterre, in Jan. 1782*. We subsequently find him serving under Commodore Edward Thompson, in the Grampus 50, on the coast of Africa.

At the commencement of the French revolutionary war, Mr. Palmer joined the Robust 74, commanded by the late Lord Keith, from which ship he was promoted into the Nemesis 28, Captain Lord Amelius Beauclerk, at Toulon, in Sept. 1793. He also served under the latter officer in the *Juno* 32 †.

The Juno being paid off soon after her escape from Mons. Richery, Lieutenant Palmer was appointed to the Phœnix 36, Captain Lawrence William Halsted, in which ship he assisted at the capture of the Dutch frigate Argo, May 12, 1796 ‡. In the following month he rejoined Lord Amelius Beauclerk, with whom he continued to serve in the Dryad and la Fortunée, on the Irish and Channel stations, until the peace of Amiens. During that period, he assisted at the capture of the following French privateers:—

Le Vautour, brig,	.... of	9 guns and	78 men,	Oct. 16,	1796.
L'Eclair,	...., ... —	14	108 ....,	Aug. 19,	
§ La Cornelie,	...., ... —	12	90 ....,	Sept. 9,	1797.
La Brune,	...., ... —	16	180 ....,	Oct. 10,	
Le Mars,	...., ... —	16	222 ....,	Feb. 4,	1798.
Le Mascarade, schooner,	—	12	40 ....,	April 5 and 20,	
Le Renard, lugger,	.. —	10	unknown		1801.

In Nov. 1802, Lieutenant Palmer was appointed first of the Venerable 74, Captain John Clarke Searle; with whom he removed to the Monarch 74, bearing the flag of Lord Keith, in 1803. Between that time and his promotion to the rank of commander, Jan. 22, 1806, he had charge of various cruisers, off Boulogne, during the temporary absence of their

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* See Vol. I. note at p. 63, *et seq.*

† See *Id.* pp. 46 and 485.

‡ See *Id.* p. 430.

§ Sunk.

captains. At the latter period, he was appointed to the Pheasant 18, in which sloop he accompanied the expedition under Sir Samuel Achmuty, to the Rio de la Plata.

On the 16th Jan. 1807, Captain Palmer disembarked with the troops about to besiege Monte Video, leaving the Pheasant in charge of his first lieutenant, now Commander William Pearce Stanley. After the storming of that fortress, Feb. 3, he was detached by Rear-Admiral Stirling, with a light squadron under his orders, to assist in taking possession of Colonia del Sacramento, which service was performed, in conjunction with a body of troops under Lieutenant-Colonel Dennis Pack, on the 16th of the following month. His conduct throughout the whole of the campaign in South America was highly approved of by both the military and naval chiefs.

Subsequent to her return from thence, the Pheasant was employed in convoying the trade to Africa, the West Indies, and Newfoundland. She also cruised with some success on the Guernsey and Plymouth stations. Among other prizes taken by her were three French privateers carrying 25 guns and 155 men. Captain Palmer continued to command her until posted into the Wanderer of 20 guns, Oct. 9, 1814.

The subject of this sketch died at Thorn Falcon, near Taunton, co. Somerset, in July, 1828.

HUMPHREY FLEMING SENHOUSE, Esq.

We first find this officer mentioned as the bearer of despatches from Lord Hugh Seymour to the Admiralty, announcing the capture of Surinam, in 1799; and, secondly, as an able assistant to Captain Philip Beaver, at the debarkation of the British army in Bay Robert, Martinique, Jan. 30 and 31, 1809 *. His promotion to the rank of commander took place June 2 in the latter year. The following is Mr. James's ac-

* A very interesting memoir of "*the Life and Services of Captain Philip Beaver,*" has recently been published by Captain W. H. Smyth, R.N.K.S.F. &c.

count of the occurrence to which we alluded at p. 644 of Vol. II. Part II.

"In the month of July, 1813, Captain (James) Sanders, with his frigate the Junon, and the ship-sloop Martin, Captain Humphrey Fleming Senhouse, of 16 carronades, 24-pounders, and 2 long nines, was stationed in Delaware bay. On the 29th, about 8 A. M., the Martin grounded on the outer ridge of Crow's Shoal, within 2½ miles from the beach; and, it being a falling tide, could not be floated again before the return of flood. The water ran so shallow, that it became necessary to shore the ship up; and the same cause prevented the Junon from afterwards anchoring nearer to the Martin, than a mile and three quarters. This afforded to the flotilla of American gun-boats and block-vessels then in the Delaware, a fine opportunity to destroy the British sloop. They accordingly, ten in number, advanced, and deliberately took up an anchorage about a mile and three quarters distant, directly on the Martin's beam, on the opposite side to the Junon, and so as to bring the latter in a line with the sloop. Thus, by anchoring at the distance of three miles from the frigate, which, it was well known, could not approach nearer on account of the shoals, the American gun-boats had no force but the Martin's to contend with.

"All this while, crowds of citizens, on foot, on horseback, and in carriages, were hastening to the beach, in the hope to see verified in the speedy destruction of the Martin, the wonderful accounts they had heard of American prowess on the ocean. The Martin got her top-gallant-masts struck, and her sails furled; and, although he despaired of saving his ship from so formidable a force, Captain Senhouse resolved to defend her to the last extremity. The gun-boats commenced the fire, and the Martin returned it, at first with her carronades; but finding they could not reach, Captain Senhouse had the two 9-pounders transported from their ports, one to the top-gallant forecastle, the other to the poop. Between these two guns, and all the guns of the American flotilla, was the fire maintained for nearly two hours, without the slightest injury to the Martin. At about 2 P. M. the stern-most gun-boat in the line having separated a little from the

rest, Captain Sanders made the signal for the boats manned and armed. Accordingly, three boats were despatched from the Martin, containing 40 officers and men, and four from the Junon, containing 100 officers and men, the whole under the orders of the Junon's first lieutenant, Philip Westphal. On the approach of the boats, the gun-vessels turned their fire from the Martin against them, but at too great a distance to be effective. The single gun-boat, which was the principal object of attack, kept up a spirited fire, but was quickly boarded and overpowered. The British boats, in this affair, lost 3 killed and mortally wounded, and 4 slightly wounded; the gun-boats, 7 wounded. The last discharge from the gun, mounted on board the gun-boat, broke its carriage. That prevented the British from returning the fire of the remaining gun-boats, which had dropped down in line, hoping to retake the prize; but which the captors towed off in triumph. As, in their attempt to save their companion, the gun-boats passed the bow of the Martin, the sloop fired upon them with effect; and the Junon opened her fire, but her shot scarcely fell beyond the Martin.

"Some of the gun-boats having grounded, the remainder anchored for their mutual protection. The tide had drifted the ship's boats, as well as the captured vessel, to a considerable distance. The gun-boats that had grounded got off, and the whole, as if to renew the attack upon the change of tide, anchored within two miles and a half of the Martin, now weakened by the absence of 40 of her best hands. However, at 5 P. M., to the surprise of the Martin's officers and crew, and, as it afterwards appeared, to the extreme mortification of the spectators on shore, this formidable flotilla weighed and beat up, between the Martin and the shore, without further molesting her, and arrived in safety, soon afterwards, at their station near the mouth of the river.

"The force that attacked the Martin, consisted of eight gun-boats and two block-vessels. The latter were sloops of 100 tons each, which had been coasters. Their sides had been raised, heavy beams laid across, and the whole planked in, on the top, on each side, and at the ends; leaving only loopholes for musketry (through which pikes might be used

in repelling boarders), and three ports of a side: in these were mounted long 18-pounders. The covering extended the whole length of the vessel, and was large enough to contain 60 men, the number stated as the complement of each. The gun-boats were sloop-rigged vessels, averaging about 95 tons, and mounted each a long 32 and a 4-pounder, on traversing carriages, with a complement of 35 men, the exact number found on board the prize."

On the 30th June, 1814, Captain Senhouse captured the American privateer Snap-dragon, of 6 guns and 80 men; and on the 11th of the following month, he assisted in taking possession of Moose island, in Passamaquoddy bay, which was surrendered without opposition to the naval and military forces under Sir Thomas Masterman Hardy and Lieutenant-Colonel Pilkington. He returned home with despatches from Sir Alexander Cochrane, announcing the successful result of an expedition against Castine, in the province of Maine *.

Captain Senhouse's post commission bears date Oct. 12, 1814.

Agent.—J. Hinxman, Esq.

THOMAS BALL SULIVAN, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer obtained the rank of lieutenant Dec. 31, 1799; and was first of the Anson 44, Captain Charles Lydiard, at the capture of the Spanish frigate Pomona, near the Havannah, Aug. 23, 1806 †.

On the 15th Sept. following, the Anson had 15 men killed and wounded, in a brush with the Foudroyant French 80, bearing the flag of Mons. Villaumez, of which the following brief account is given by Captain Lydiard:—

"Yesterday, at day-light, the Havannah bearing W. S. W., distant five leagues, discovered a large ship about 6 miles a-head; all sail was immediately made in chase, but the wind being very light and variable, it was

* See Vol. II. Part II. p. 729 *et seq.*

† See Vol. I. Part II. p. 738 *et seq.*

1 P. M. before we closed with her, and then she was not free from the Moro castle. After half an hour's action (nearly calm), finding she had not been weakened by a former one, as I hoped had been the case, and the ship drifting fast in shore, I was obliged to haul off. I should be wanting in justice to the officers and ship's company of the Anson, if I did not express to you my strongest approbation of their conduct. I am sorry to add, that we have had 2 valuable seamen killed, 4 dangerously wounded, and 9 slightly; the sails and rigging are much cut."

The Anson formed part of the squadron under Captain (now Sir Charles) Brisbane, at the capture of Curaçoa, Jan. 1, 1807*; in consequence of which memorable event, Lieutenant Sulivan was made commander immediately after her arrival in England with the glorious tidings. His commission as such bears date Feb. 23, 1807.

We next find this officer serving as a volunteer on board the Anson, and he continued in her until she was wrecked near the Lizard, Dec. 29, 1807 †. He appears to have been subsequently employed as an agent for transports.

Early in 1813, Captain Sulivan was appointed to the Woolwich 44, *armée en flûte*, and ordered to convey Sir James Lucas Yeo, 4 commanders, 8 lieutenants, 24 midshipmen, upwards of 400 seamen, and the frames of several gun-vessels from England to Quebec, for the lake service in Canada. On the 6th Nov. in the same year, he had the misfortune to lose that ship, off Barbadoes.

Captain Sulivan's next appointment was, Mar. 26, 1814, to the Weser troop-ship, in which he was very actively employed on the North American station, until the conclusion of the war. The official report of the destruction of Commodore Barney's flotilla, in the Patuxent river, Aug. 22, 1814 ‡. informs us, that he was the senior officer of his rank present on that occasion, and that his "cheerful and indefatigable exertions," in the command of a division of boats and tenders, "most justly" entitled him to the "warmest acknowledgments of Rear-Admiral Cockburn, by whom he was

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* See Vol. I. Part II. p. 740.

† See *Nav. Chron.* vol. xix. pp. 55 and 452.

‡ See Vol. I. Part II. p. 525.

earnestly recommended to Sir Alexander Cochrane's "favorable notice." The following is an extract of the Rear-Admiral's public letter, announcing the failure of the expedition against Baltimore:—

"An advance of this description, against superior numbers of an enemy so posted, could not be effected without loss. I have the honor to enclose a return of what has been suffered by those of the naval department acting with the army on this occasion *; and it is, Sir, with the greatest pride and pleasure I report to you, that the brigade of seamen with small arms, commanded by Captain Edward Crofton, assisted by Captains Sulivan, Money, and Ramsay (the three senior commanders in the fleet), who commanded divisions under him, behaved with a gallantry and steadiness which would have done honor to the ablest troops, and which attracted the admiration of the army."

Captain Sulivan was promoted to post rank Oct. 19, 1814; and nominated a C. B. in 1815. He married, April 19, 1808, Henrietta, youngest daughter of Captain Bartholomew James, R. N.

Agent.—John Chippendale, Esq.

THOMAS ALEXANDER, Esq.

A Companion of the Most Honorable Military Order of the Bath.

This officer entered the naval service in April, 1795; received his first commission in Jan. 1802; and conducted an explosion vessel into Aix roads, April 11, 1809; at which latter period he was serving as senior lieutenant of the Resolution 74. His promotion to the rank of commander took place soon after the performance of that gallant service †.

Early in 1812, Captain Alexander was appointed to the Devastation bomb, in which vessel we find him very actively employed on the Baltic and North American stations, for upwards of three years.

The Devastation formed part of the squadron under Cap-

* Total 31 killed; Lieutenant Sampson Marshall, of the Diadem, Captain John Robyns, R. M. Mr. C. Ogle, midshipman of the Tonnant, and 45 men wounded; 1 man missing.

† See Vol. I. Part I. p. 84.

tain (now Sir James A.) Gordon, at the capture of Fort Washington, and during the subsequent operations in the Potowmac river, an account of which has been given at pp. 941—945 of Vol. II. Part II. Captain Alexander, at the head of 200 seamen and marines, afterwards defeated upwards of 1100 American soldiers, (with 5 field-pieces) by whom he was attacked, when endeavouring to procure cattle at Parker's Point, in the Chesapeake; on which occasion he secured 2 of the enemy, and 20 of their horses, his own party escaping without a single casualty. At the commencement of 1815, he was employed in an expedition up St. Mary's river, Georgia, under the orders of Captain (now Commissioner) Ross*.

Captain Alexander was advanced to post rank Oct. 19, 1814; nominated a C. B. in 1815; and appointed to the Alligator, of 28 guns, fitting for the East India station, May 16, 1822. During the greater part of 1825, he commanded the naval forces employed in co-operation with the army sent against the King of Ava†; which difficult and extremely harassing service he conducted in the most able and gallant manner. He died at Prome, Nov. 11, 1825, in the 41st year of his age, leaving a widow and several children to lament the loss of an affectionate husband and parent.

DAVID SCOTT, Esq.

Was a lieutenant of the Bellerophon 74, at the battle of Trafalgar‡. He was made a commander, Aug. 2, 1811; and promoted to post rank, while commanding the Morgiana sloop, Oct. 22, 1814.

* See Vol. II, Part II. p. 737, *et seq.*

† See Captains Henry Ducie Chads, C. B. and Frederick Maryatt, C. B.

‡ See Vol. II. Part II. p. 969.

EDWARD COLLIER, Esq.

Was born at Blockley, co. Worcester, in 1783. He entered the naval service, Feb. 26, 1796, under the patronage of the late Hon. Sir George C. Berkeley, and served his time as midshipman on board the Formidable 98, Maidstone and Seahorse frigates, Victorious 74, and Centurion 50, the two latter ships bearing the flag of Vice-Admiral Peter Rainier, commander-in-chief in India, to whom he had been recommended by Captain Edward James Foote, of the Seahorse.

The alarming situation of the Centurion, in a tremendous hurricane, off Ceylon, in Dec. 1802, has been noticed at p. 144 of Suppl. Part I. For his exertions on that occasion, Mr. Collier was immediately afterwards promoted into the Arrogant 74. In Feb. 1803, he accompanied an expedition sent against the pirates on the Guzzurat coast, the result of which has also been stated in our memoir of Captain Dobbie.

About Nov. following, Mr. Collier exchanged into the St. Fiorenzo frigate, of which he was third lieutenant at the capture of la Psyché French 36, commanded by Mons. Bergeret, Feb. 14, 1805. The "able support" he afforded his captain on that occasion is duly acknowledged in the official account of the action, as will be seen by reference to p. 347 of Suppl. Part II.

From this period, Lieutenant Collier served as second of the St. Fiorenzo, until Mar. 1808, when he left her at Point de Galle, in consequence of a very severe indispositon, and returned home invalided, in the Monmouth 64. Early in 1809, he was appointed first of the Thames 32, Captain the Hon. G. G. Waldegrave, with whom he continued until promoted for his gallant conduct at the capture and destruction of a Neapolitan convoy, near Amanthea, July 25, 1810*.

In Sept. 1812, Captain Collier received an appointment to the Manly brig, in which he was successively employed off the Scheldt, in convoying the trade to Newfoundland, and as a cruiser on the North American station. On the 13th

* See Suppl. Part I. p. 190.

Nov. 1813, that vessel was driven high and dry on shore, in Halifax harbour, during a heavy gale from the S. S. W., and in such a situation, that it required the labour of three weeks to get her off again.

A reinforcement of seamen for the squadron on the Canadian lakes being at that time most earnestly requested by Sir James Lucas Yeo, the commander, officers, and crew of the Manly immediately offered their services, which were readily accepted by Rear-Admiral Griffith, then commanding at Halifax, who despatched them, with other volunteers, to St. John's, New Brunswick, where no time was lost in preparing for their march to Kingston, an account of which is contained in a letter from Lieutenant (now Commander) Henry Kent, published in the Naval Chronicle for 1815.

After enduring many hardships, Captain Collier and his gallant followers, about 220 in number, reached the place of their destination in time to assist at the capture of Oswego, the official details of which service have been given at p. 215 of Suppl. Part II. Previous to the attack, Captain Collier, with some gun-boats under his command, was "sent close in, for the purpose of inducing the enemy to shew his fire, and particularly the number and position of his guns. This service," says the military commander *, "was performed in the most gallant manner, the boats taking a position within point-blank shot of the fort, which returned the fire from four guns, one of them heavy." During the attack, Captain Collier commanded an hermaphrodite rigged vessel, stationed off the town, and "behaved much to the satisfaction" of his commodore.

After the storming of Fort Oswego, the subject of this memoir succeeded Captain Mulcaster in the command of the Princess Charlotte 42, which appointment was confirmed by the Admiralty, Nov. 18, 1814. During the remainder of the war with America, we find him employed in a variety of arduous services on the different lakes. He returned to England in Dec. 1815, bringing with him a detachment of seamen lately employed in Canada.

* Lieutenant-General Gordon Drummond.

Captain Collier's next appointment was, Sept. 1818, to the Mersey 26, in which ship he served the usual period of three years, on the Halifax station, and afterwards formed part of his Majesty's escort from Calais. The Mersey was paid off at Portsmouth, Nov. 30, 1821.

Agents,—Messrs. Maude & Co.

RICHARD CREYKE, Esq.

Was made lieutenant Nov. 7, 1806; advanced to the rank of commander Mar. 17, 1812; and posted, while commanding the Zephyr sloop, Dec. 19, 1814.

Agents.—Messrs. Maude & Co.

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